

Leslie's

Illustrated Weekly Newspaper

Established in 1855

FEB 24th 1916

Price 10 Cents



*Drawing by
Charles Sarha*

THUMBS DOWN

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Why You Are Not Completely Successful

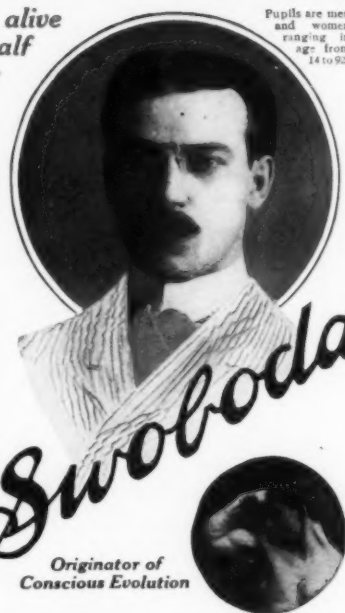
I KNOW that I can easily, quickly and positively prove to you that you are only half as alive as you must be to realize the joys and benefits of living in full; and that you are only half as well as you should be, half as vigorous as you can be, half as ambitious as you may be, and only half as well developed as you ought to be.

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WHAT OTHERS HAVE TO SAY

"About two years ago I took your course; I can now say that I would not be without the knowledge for any price; when I began I suffered from everything—your System gave me immediate relief and new vitality. I gained in weight, my nervous system became strong, and I felt like a new man soon; besides, my disposition has become more cheerful; I am not sluggish now like I was; I do not mind working; the affairs of life do not worry me any more. You deserve all the success you can get. I'm a 'booster'."

"I have gained 8 pounds in weight and feel decidedly better physically and mentally. My progress since starting your System is astounding. Your lessons are most attractive."

"Your promptness and personal attention is delightful."

"I am more than pleased with the results I have obtained; I feel as if my body had attained a new life."

"The results in my case verify every one of your statements; I am interesting my friends in your System."

"I was very much run down; your first lesson made a very great improvement in my feelings."

"Your System has made me feel better than I have ever felt before; it has taken that 'tired feeling' out of me, which I had continually."

"I am 88 years old. I can get around as lively as a young man, thanks to your System."

"I cannot express how thankful and grateful I am to you. Your System is beyond all expectations. That restless feeling has left me and I can eat very heartily. I feel more invigorated than I have ever felt."

"My condition is so much improved that were it not seemingly silly

to say so, and that my friends would ridicule the statement, I would say that your System has made a new man of me."

"I have now taken the lessons less than three weeks; they have really benefited me wonderfully; my arms and chest have gained at least an inch. Your System has given me great confidence in myself."

"Your System holds my interest because I feel conscious of a distinct advancement every day in my condition. I thus feel eager for the daily effort, and look forward to the lessons which, by the way, are most agreeable; they have put new life in my body."

"I have many friends who have taken your System, and all recommend it very highly."

"I never felt so well before in my life."

"I have searched for just this kind of a System and physical improvement for three years. I am a blacksmith, but your System gives me results which my work and exercise cannot equal. I enclose my check with pleasure."

"I feel ashamed that I hesitated so long to give your System a trial; now I wonder why every one does not take it. I am 73 years old, but your System is making a young man of me."

"Can't describe the satisfaction I feel."

"Worth more than a thousand dollars to me in increased mental and physical capacity."

"I have been enabled by your system to do work of mental character previously impossible for me."

"I was very skeptical, now am pleased with results; have gained 17 pounds."

"The very first lessons began to work magic. In my gratitude, I am telling my croaking and complaining friends, 'Try Swoboda.'"

"Words cannot explain the new life it imparts both to body and brain."

"It reduced my weight 29 pounds, increased my chest expansion 5 inches, reduced my waist 6 inches."

"I cannot recommend your system too highly, and without flattery believe that its propagation has been of great benefit to the health of the country."

"My reserve force makes me feel that nothing is impossible, my capacity both physically and mentally is increasing daily."

"I have heard your system highly recommended for years, but I did not realize the effectiveness of it until I tried it. I am glad indeed that I am now taking it."

"Your system developed me most wonderfully."

"I think your system is wonderful. I thought I was in the best of physical health before I wrote for your course, but I can now note the greatest improvement even in this short time. I cannot recommend your system too highly. Do not hesitate to refer to me."

"You know more about the human body than any man with whom I have ever come in contact personally or otherwise."

"Your diagnosis and explanation of my brain trouble was a revelation to me. I have had the best physicians of my State, but your grasp of the human body exceeds anything I have ever heard or known. I have read your letters to many people, also to my physicians, who marvel at them."

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The Oldest Illustrated Weekly Newspaper in the United States
Established December 15, 1855

EDITED BY JOHN A. SLEICHER
"In God We Trust"

CXXII

THURSDAY, FEBRUARY 24, 1916

No. 3153

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SUBSCRIPTION OFFICES: Main office—Brunswick Building, 225 Fifth Avenue, NEW YORK. Branch subscription offices in thirty-seven cities of the United States. European Agent: Wm. Dawson & Sons, Ltd., Cannon House, Bremsa Bldg., London, E. C., England.

Subscriptions for all the publications of Leslie-Judge Company will be taken at regular rates at any of the above offices. Annual cash subscription price \$5.00.

Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

CHANGE IN ADDRESS. Subscriber's old address as well as the new must be sent in with request for the change. Also give the numbers appearing on the right hand side of the address on the wrapper. It takes from ten days to two weeks to make a change.

Address all Correspondence to the Leslie-Judge Co., 225 Fifth Ave., New York, N. Y.

EDITORIAL OFFICES: Main office—Brunswick Building, 225 Fifth Avenue, New York. Washington representative—28 Post Building, Washington, D. C.

To Contributors. LESLIE'S will be glad to consider photos submitted by any amateur or professional.

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EDITORIAL

LET THE THINKING PEOPLE RULE!

RESPONSIBILITY

RESPONSIBILITY! This is the new cry all over the land.

Great corporations and the railroads are inviting their stockholders to consider their responsibility.

Boards of Trade and Chambers of Commerce and other influential business associations are stirring up their members to a new interest in public affairs.

Heretofore a few well-paid, self-seeking labor leaders have been the only ones who have actively organized to influence legislation in their favor.

Now bankers, business men, manufacturers, clerks, doctors, dentists, lawyers, clergymen are all getting interested in public matters.

And with the demand for woman suffrage, women, as never before, are reading the papers, studying current events and watching legislators with a careful eye.

The people are awakening to the fact that they have a voice in the making of our laws and that it is time they asserted their right.

Let us all put patriotism above partisanship. Let us put the cheap, self-seeking demagogue out of business and restore to statesmen the seats of the mighty.

The demagogue must go!

THE PRESIDENT'S TOUR

WHEN we come to measure up the net results of the President's Western tour, we must not be carried away by the size of the curiosity-seeking crowds that welcomed him, for every President from Andy Johnson's time has met similar crowds. We are interested principally in the words that fell from Mr. Wilson's lips.

The President confessed in his New York speech, before the railroad manufacturers, that he was not always right, that he changed his mind whenever he thought it necessary; he confessed in his speech in Ohio that he had spoken loosely before the bankers in New York, at their banquet before he was governor of New Jersey; he confessed in his latest speech in New York, that he had been "lied to" by those who had misinformed him regarding Mexico, and he confessed during his Western trip, a complete change of opinion, during the past year regarding the necessity of preparedness by providing a large army and the largest navy in the world!

The President speaks and writes with such facility that he is put to disadvantage, as all are who are similarly gifted, for they must make frequent acknowledgment of a change of views. Nothing could have been more positive than Mr. Wilson's declaration before his election that publicity must be given to every official matter. His exact words were: "I for one have the conviction that government ought to be all outside and not inside. I for my part believe that there ought to be no place where anything can be done that everybody does not know about. You know, there is temptation in loneliness and secrecy. Haven't you experienced it? I have. We are never so proper in our conduct as when everybody can look and see exactly what we are doing."

The President has learned by experience. Never before has an administration at Washington conducted its affairs with such secrecy as now prevails. And Mr. Wilson has found it necessary to send confidential representatives to Mexico, and even to-day has his confidential ambassador, Col. House, on a mission to Europe, as sudden and unexpected as it is mysterious.

We are not criticising the President for changing his mind. We only wish he had changed it before on matters of vital importance.

HEROES OF SAFETY

SAFETY! The "safety first" propaganda is making such progress in this country that in time Americans may no longer be noted for heedlessness in the matter of personal security. At the recent dinner of the American Museum of Safety in New York, President Arthur Williams stated that six railroads were operated during the past year without the loss of a single life and two roads reported that no employees or passengers were even injured in any train accident. On seventeen street railways nobody was killed in train accidents; on thirteen roads nobody was killed in any kind of accident, and only three roads had fatalities in their industrial departments.

BUSINESS WANTS TO DO RIGHT

BY HON. EDWARD N. HURLEY
FEDERAL TRADE COMMISSIONER

TO-DAY business is anxious to do right. It wants to obey the law, and lately the business man has been coming down to Washington with specific cases asking light. Leaving out of consideration the banking, railroad, and public utilities corporations, and referring only to those that have to do with trade and industry, we find that there are about 250,000 business corporations in the country. The astonishing thing is that over 100,000 of these report no net income whatever. In addition, 90,000 make less than \$5,000 a year, while only the 60,000 remaining, the more successful ones, make \$5,000 a year and more. Does this not demonstrate the need of a most thorough study of our industries as a basis for remedying these conditions? Does it not also show the necessity for better accounting methods and business practice?

This remarkable record is in great contrast with the fact that thirty-five persons were killed in the streets of New York in one month. The difference, of course, is largely due to the earnest efforts of the carrier companies to safeguard their patrons and their employees, and the latter's more careful attention to protective regulations. One reason for the spread of the movement was in evidence at the dinner referred to. Medals were there awarded to railroads and employees regarded as the year's champion promoters of safety. The Anthony N. Brady beautiful memorial gold medal for the Electric Street railway which best conserves safety of public and employees and its silver and bronze replicas went to the Union Traction Company of Indiana, the bronze medal being given to one of the employees.

The E. H. Harriman memorial gold medal for the steam railroad which most successfully protects its employees and the public was secured by the Cincinnati, New Orleans & Texas Pacific Railway, the silver replica by the Scioto division of the Norfolk & Western, and the bronze replica by John O'Brien, switchman-conductor of the Chicago & Eastern Illinois Railroad. The Travelers Insurance Company medal for the employer best protecting lives and limbs of employees was awarded to the Hudson & Manhattan Railroad Company; the Louis Livingston Seaman medal for progress in hygiene to William A. Fairburn of the Diamond Match Company, and the Scientific American medal for the most efficient safety device to Elmer A. Sperry of the Gyroscope Compass Company.

The growth of social democratization in this country was shown by the presence of the fortunate railroad workers as guests at the dinner, and not in dress suits either. Next to "justice first" the banner of "safety first" offers a fine rallying point for men of all races and conditions.

LET THE PEOPLE RULE!

AN eighteen-year-old boy is going through the Georgia School of Technology on 25 cents a day. He has built a shack where he sleeps and eats and cooks his food.

The opera and ballet companies in a single day in New York attracted to their performances 15,000 persons who paid \$35,000 for admissions.

An eleven-year-old boy hung himself recently in New York, leaving this note: "Dear Mother and Father, death I think is better than an aching tooth."

A school teacher in California has thrown up her job because in four months she received 16 proposals of marriage. She said they were "looking for a cook, not a wife."

A man stepped up to a baby carriage in front of a New York store, forced open the mouth of a three-months-old baby and poured poison down its throat, with fatal results.

A Cleveland girl refused to marry a man who appeared at the wedding ceremony in his working clothes. She said she wouldn't insist on a dress suit, but had a right to demand something better than overalls.

A father and son were recently arrested in New York for begging. The father has valuable real estate in Pennsylvania and goes over to New York with his son and picks up from \$5 to \$15 a day by begging on the streets.

Can the people rule?

THE PLAIN TRUTH

CHANGE! President Wilson told the Railway Business Association at the Waldorf dinner that "the minute I stop changing my mind as President, with the change of all the circumstances in the world, I will be a back number." After reviewing the facts regarding Mr. Brandeis, the President has the finest opportunity to change his mind that will ever be presented to him. And if he doesn't change it "the back number" may have a prophetic bearing on his future.

SARCASTIC! The New York Press suggests that Secretary of Interior Lane be lynched for saying that the high price of gasoline is due to the increased demand and decreased supply. It asks if in the name of clap-trap politics the Secretary doesn't know that it is only necessary, according to a distinguished Texas statesman, for the government to pass a law fixing the price of gasoline at 12 or 13c a gallon or something like that, without bothering about the economic laws of supply and demand? We presume this is sarcasm.

JUBILEE! The splendid growth of the Young Women's Christian Association, which on March 3rd celebrates its fiftieth anniversary, has kept pace with the needs of the young women of the country. As Colonel Roosevelt pointed out, in addressing more than 3,500 Y. W. C. A. members at a big membership dinner in New York City, when women were not forced to go out to work for their living, the need for such institutions was not so pressing. Thousands of young girls coming to the cities have found the Y. W. C. A. headquarters a real home, giving them safe and wholesome social privileges and the opportunity for physical, intellectual and spiritual culture. The work of the Y. M. and Y. W. C. A., being practical Christianity without connection with denominationalism, has never failed to get adequate support whenever an appeal has been made.

AT LAST! The tide is turning away from the demagogues, the busters and smashers. The demand is now for aggressive, constructive legislation, for a business administration by business men. On this platform, candidates for public office are finding the safest ground. We are delighted to observe that Senator Walter E. Edge, of New Jersey, in announcing his candidacy for the Governorship of the State, puts himself squarely on a business man's platform, and declares that the Governor should be "the responsible business manager of the State rather than the mere political leader of his party. I thoroughly appreciate the necessity for proper organization," he adds, "and leadership in politics, as in business, but that organization must be for service rather than partisanship." All over this country, the people are rising to demand economy and efficiency in government and calling a halt on the demagogues who, while filling their pockets, have been despoiling the taxpayers.

HORRIBLE! The evil genius of partisanship is responsible for crimes untold. Nothing more shocking has been reported in recent years than the disclosures regarding the mistreatment of orphan and friendless children in New York's so-called homes and institutions of refuge. It is to the everlasting credit of Charities Commissioner John A. Kingsbury and his deputy, Mr. J. W. Dougherty, that the facts have been brought to light, in view of the strong pressure brought to bear to prevent the exposure, especially on the part of politicians of influence. Think of nearly 400 children penned behind doors in a building without fire exits; of little ones so ill fed that they licked their plates for the last crumb of food; of dining-rooms that were "like pig pens," according to the official statement; of children bruised and beaten as well as ill fed, and all this while these institutions were supposed to be under the supervision of the State Charity Board. These institutions comprise Protestant, Roman Catholic and Jewish, but to the credit of the last mentioned, they were found for the most part in good order. Of one of the Protestant institutions an Episcopalian bishop was nominally the head, though it is obvious that he was unfamiliar with the wrong-doing of those directly in care of the children. It is astonishing that of all the newspapers in New York City but one, the *Herald*, took the trouble to make special investigation of these cruelties and wrongs to little wards of the city. It speaks of the exposure as "the story of a great city's burning stigma of shame." Are other newspapers so busy with politics or pleading for a child labor law that they have no time to listen to the cry of helpless orphans?

MEN WHO MAKE WAR AND

BY JAMES H. HARE, STAFF



FIGHTING MEN OF FRANCE AT SALONIKI

Veterans of General Sarrail's command, sent to Greece to take part in the promised death struggle for the possession of Saloniki. The French and British were not in sufficient force to drive the Bulgars out of Serbian Macedonia, and were compelled to fall back on Saloniki, there to await reinforcements. These have been arriving almost daily for the past two months. Meantime the Germans, Austrians, Bulgars and Turks have been massing in Serbia preparatory to attacking the Greek city.



SERBIANS IN THEIR VAIN EFFORT TO HOLD THEIR COUNTRY

A view of trenches near Monastir, during the last days of the Serbian army's struggle against the Bulgars. A part of the Serbian army has been refitted in Albania and on the Greek island of Corfu, and is expected to participate in the defense of Saloniki.



THIS CAMPAIGN NOT FOUGHT ON WATER

The British soldiers at Saloniki were served with a small ration of beer twice a day, and the attendance at the function was always 100 per cent. Alcoholics are not much used in any of the armies, the use of spirits being entirely forbidden except under unusual conditions, and the amount of light wines and beer being strictly limited.

THE WOMEN WHO SUFFER

WAR PHOTOGRAPHER FOR LESLIE'S



THE DAWNING OF A SORROWFUL CHRISTMAS DAY

Serbian refugees arriving at Saloniki on Christmas morning. They had been driven from their homes by war and, with what belongings they could load on a few animals, came to ask the hospitality of foreign and neutral Greece. Many of the women and children had lost husbands and fathers in the war, and some families had been separated. Refugees poured into Saloniki by the thousand every day for weeks.



CHRISTMAS PRESENTS FROM TORONTO

Every officer of the Canadian force in Saloniki received a Christmas present from the women of Toronto. These were distributed through the nurses of the Fourth Canadian Women's Hospital unit, which was in camp five miles beyond Saloniki. These pictures were the first intimation to the public that Canadians formed a part of the forces at Saloniki.



SHIPLOADS OF REFUGEES SENT AWAY FROM SALONIKI

The city was too crowded to allow all the refugees to remain, and it was anticipated that one of the hardest battles of the war might be fought around it, so the homeless Serbians and Armenians were passed along to Italy, Corsica and various parts of Greece, by the shipload. Their passports were demanded, in order to weed out spies.

GERMANIC ALLIES ON THE BALKAN FRONT

PHOTOGRAPHS BY UNDERWOOD & UNDERWOOD



HERE'S THE OTHER SIDE OF THE STORY

Since the European war turned things topsy-turvy we have heard much about women doing work formerly considered suitable for men only. But here the men have turned the tables by doing work that is distinctively feminine. They are German soldiers employing their leisure in making table covers to send home. Soldiers have plenty of spare time when not in the trenches, and many of them develop great skill at needle work and other unusual occupations. Carving in wood and bone is a favorite recreation, also.



MAKING THEMSELVES AT HOME

Bulgarian soldiers quartered in a peasant's hut in Macedonia. In many cases the people of Macedonia were well disposed toward the Bulgarians. Macedonia had been under Turkish rule until three years ago, and many of the inhabitants are Moslems, while others are racially akin to the Bulgars. The Bulgars are in full possession of Serbian Macedonia and evidently intend to keep it after the war. The Bulgarian army has proved to be a valuable ally to the Germanic empires, the soldiers being brave and well equipped. The Greeks are very jealous of the Bulgars and if the latter enter Greek territory to attack Saloniki trouble may follow between Greece and Bulgaria.



CONQUERORS AND CONQUERED ON AMICABLE TERMS

Austrian soldiers buying cakes and sweets from a Serbian peddler. Every part of Serbia is now held by the Austrians, Germans and Bulgars, and Serbia has ceased to exist as a nation. Hundreds of thousands of Serbians are in exile, but

those that remain are not so embittered that they will not take money from Austrians. Serbia, however, devastated by war, has little to sell. The Germans report 90,000 pigs exported to Germany, but no other surplus of foodstuff.

ITALY'S DIFFICULT ADVANCE

REPELLING AEROPLANES

Italian gunners in Trentino, firing on Austrian air scouts. Owing to the mountainous nature of the country the transportation of guns and ammunition is difficult and the shells wasted in fruitless firing at air craft are a factor of importance. The Italian army has scarcely advanced at all since the beginning of this year, and the struggle seems to be as much a deadlock as that along the French frontier.

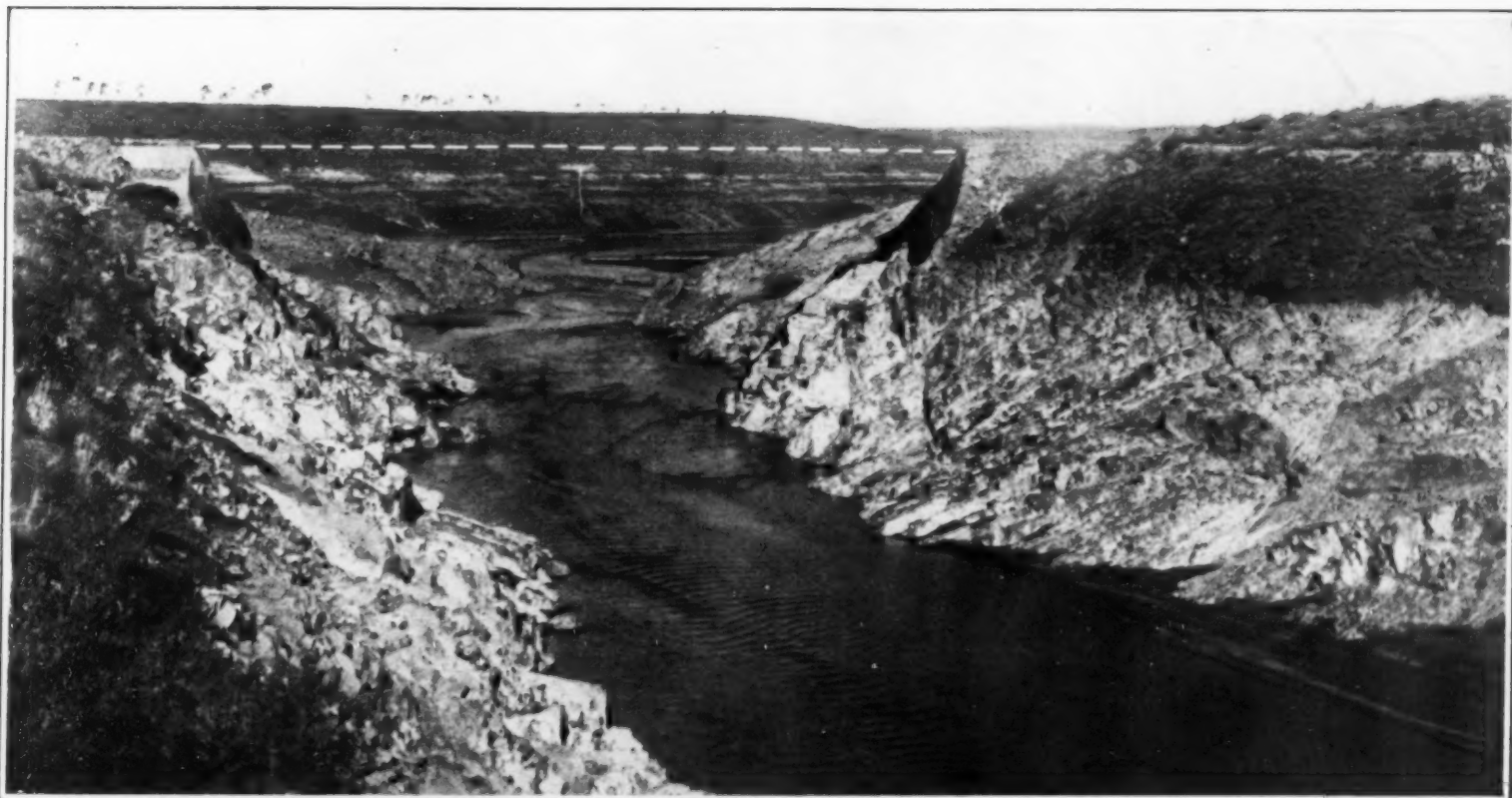


A CAVALRY PATROL MISSES ITS WAY IN THE MOUNTAINS

Italian horsemen, confused by unfamiliar trails through the mountains, stop to ask directions from a peasant woman. The rugged nature of the country is well indicated in this picture. In many ways the Italian campaign has been the most difficult of any in the European war. What the Austrians

have lost in Trentino has been more than offset by their gains in Montenegro and Albania. Italy's failure to assist Montenegro is one of the mysteries of the war and the small Italian force sent to Albania is reported to be in a dangerous situation.

PICTORIAL DIGEST OF


NO. 1-A-N

FLOOD SWEEPS FERTILE VALLEY OF ALL ITS SOIL

The breaking of the Otay dam, due to unprecedented rains, released twelve billion gallons of water, which swept down the Otay valley into San Diego Bay, and carried with it the farm buildings, fruit trees and even the soil of one of California's most prosperous valleys. The inhabitants were warned in time to escape, but about fifteen, who were skeptical or who lingered to save their property, were drowned. Before the flood land in the valley sold as high as \$1,500 an acre. The torrent swept every bit of the soil from the underlying rock, and deposited it in San Diego Bay, forming a vast bar that obstructs navigation. Many fine farms were buried under rocks and debris, the flood having carried one-ton boulders for miles. Just before the flood the city council of San Diego made a contract with a professional rainmaker, named Hatfield, to produce rain enough to fill the Morena reservoir. Now Hatfield is keeping out of sight, as some people blame him for the flood. The location of the top of the dam is shown in the picture by the broken white line. The dam was 340 feet thick at the bottom and 16 at the top. It was 134 feet high.


FOURTH EIGHT

CALIFORNIA OIL FIELDS SUFFER FROM STORMS

The Bakersfield district, famous as one of the most productive oil fields in the United States, was swept by the storms that prevailed in California last month, and great damage was done to the oil properties. The Bakersfield Californian has completed a list showing that in the Midway-Sunset field alone the storm of January 17th resulted in the destruction of 280 rigs while the storm of January 27th destroyed 665 more, making a total of 945. The entire number in the field was only 1,987. In the McKittrick district 228 rigs out of 315 were destroyed. A rig is the derrick, engine and boiler and the drilling or pumping machinery, as shown in the picture of a wrecked outfit. The storms throughout the Western half of the United States in January were, perhaps, the most general and severe ever known.



FLOOD TIME IN A TEXAS TOWN

COURTESY OF THE FILM SERVICE

Texas got its full share of the recent floods, and many towns met the fate of West Hickman, here shown up to its knees in water. The floods were destructive of property, but few fatalities resulted. Torrential rains turned the smallest streams into raging torrents that spread out into

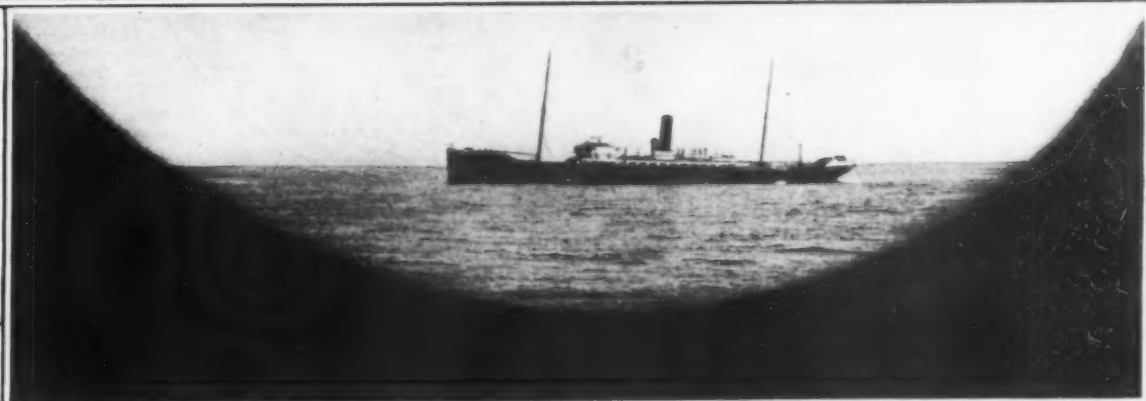
broad lagoons wherever the banks were low. The storms continued until the second week of February, and covered the southern half of the country from Indiana west, while the Northwest had severe cold and unusually heavy snows that obstructed traffic.

THE WORLD'S NEWS



FIGHTING SNOW IN THE BITTER ROOT MOUNTAINS

The heaviest snow fall in 20 years has, this winter, made the transcontinental railroads much difficulty in keeping their lines open. Huge rotary snow plows, pushed by one or several engines as the occasion might require, throw the snow from the tracks as here illustrated. The crews suffered severely as the temperature was frequently from 10 to 20 below zero for days at a time. The St. Paul road had the hardest fight of all, but managed to operate its transcontinental trains almost on schedule.



PHOTOGRAPH OF THE MYSTERY SHIP

Here is a photograph of the mysterious German commerce raider that captured the British liner *Appam* and sent her into Norfolk under a prize crew. It was taken through a porthole of the *Appam* on January 16th, by F. S. Oliver, second steward of the ship, and formerly a soldier in the Sixteenth Queens Lancers. He developed the negative on shipboard and made three prints, one of which he gave to each of three persons to increase the chances of the picture getting ashore. He hid the negative in his mattress, and succeeded in smuggling it ashore at Norfolk, where he turned it over to a representative of the British Embassy. It will probably enable the Admiralty to identify the raider. The raider is evidently a commercial ship and probably sailed from one of the German ports, though how she managed to slip past the British blockade is unexplained. It is rumored that she is accompanied by a German cruiser, probably the *Roon*. Marine insurance rates continue to increase owing to the presence of these boats in the Atlantic.



COLUMBIA RIVER ICE HOLDS STEAMER IN DEADLY GRIP

Unusual winter conditions have prevailed on the Columbia river and the steamer *Takoma* was caught in an ice jam near Cape Horn, Wash., on January 6th, and early in February was still imprisoned, and in danger of being crushed by the ice. The

captain and crew remained on board. Sometimes the wind was so strong that a man could not walk the deck of the boat. As showing the weather conditions, it is noted that Mr. Stuart, who made this picture, walked across the river on the ice.

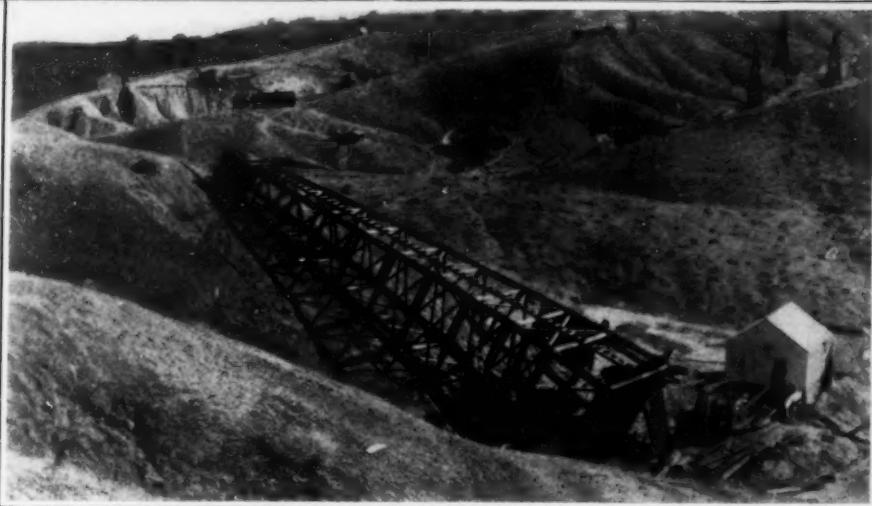
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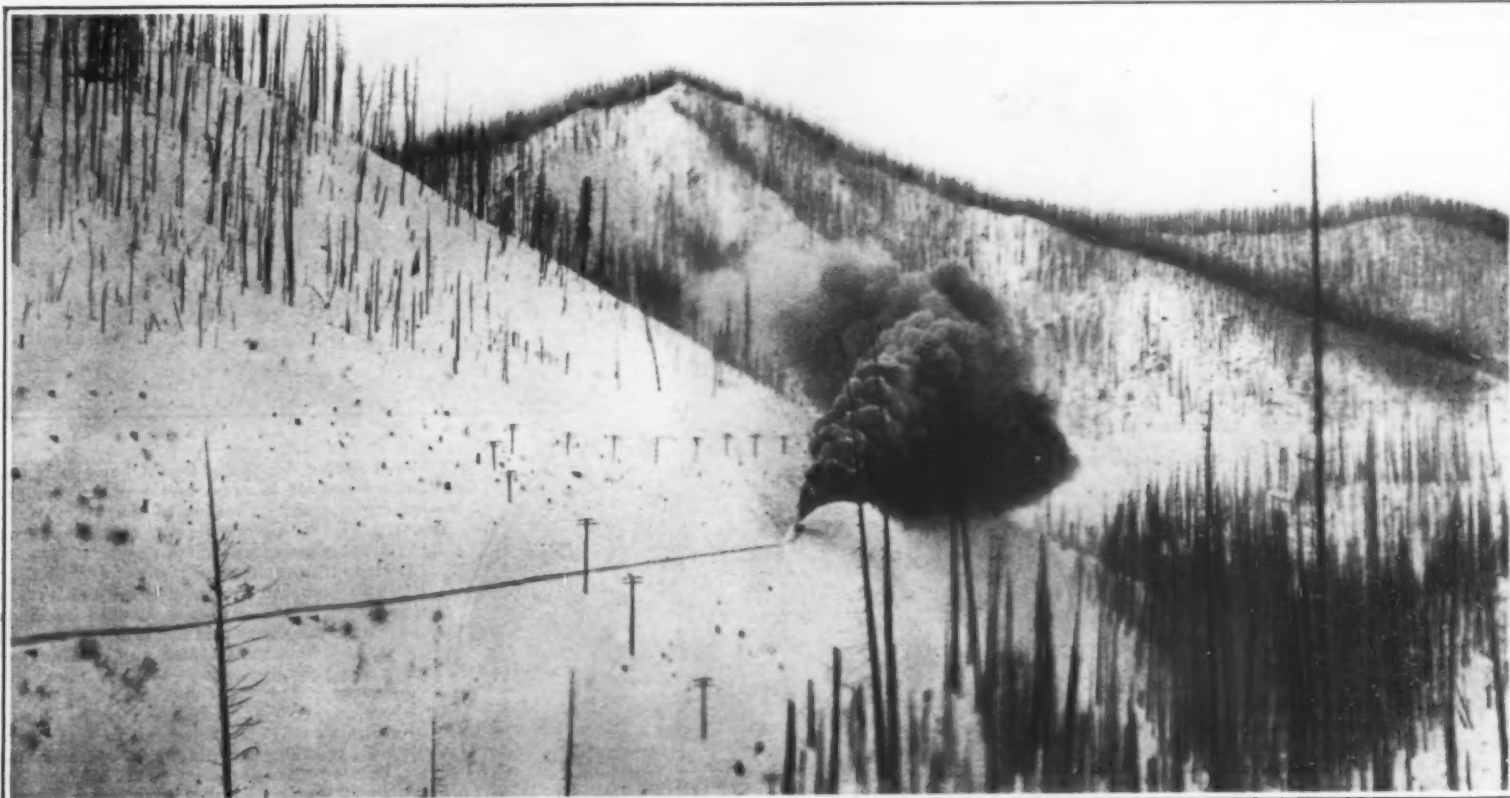
COPYRIGHT 1917, FILM EXHIBIT

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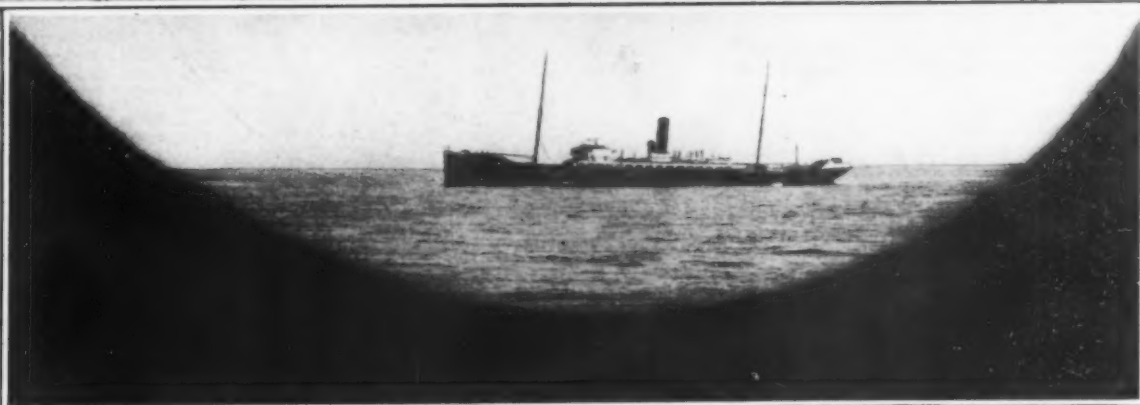
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MILLIONAIRES MADE BY WAR

BY HOMER CROY



THE LARGEST PILE OF ZINC ORE EVER ACCUMULATED
In it are 6,850 tons, which sold for \$719,250. The owner is the third man from the right in the group of four men standing by the wagon.

ATALL, gaunt, barefooted Missouri hill-billy stood beside his ratty, dish-wheeled wagon waiting to see the mighty proprietor of the saw mill who guessed only too well that the hill-billy had something he wanted to swap for lumber.

"What can I do for you?"

The hillman shifted his weight uneasily. "I 'low I got somethun of a powerful lot of interest to yuh." Reaching over the side of the wagon he placed his rough hand tenderly on a black lump. "I guess yuh know what it is."

The saw mill proprietor glanced at it depreciatingly and turned toward the mill.

"It's lead, pardner, pure lead, and I know where it come from. I could take you right to the spot—ef I wanted to."

The mill proprietor hooked a row of fingers under the rough stone and tried to lift it. But he could not budge it. "It does seem to have lead in it. What was you cal'ulating askin' for showin' me where you found it?"

The farmer from the foothills cut his eyes down to crafty slits. "I was 'lowing just tother day as how a house pattern would come in handy. Ef you'll saw me out one I'll take you to the spot." And so the deal was consummated, the hill-billy gleefully driving away, joyous over having got a fine house pattern worth \$40 for merely showing a fellow where you could pick up a few hunks of lead.

OPENING JOPLIN'S MINES

That was forty-five years ago and it was thus that the great Joplin lead and zinc district was made known to the world.

In the fall of 1914 a mine operator noticed a faint stirring on the part of "jack," as the miners call zinc ore. It was a long time before the people of Joplin, Missouri, connected the booming of the big guns at Liege, Rheims and along the Aisne with the upward movement of "jack." Then they remembered that the Germans had control of the zinc mines in Belgium, and that now the Allies must look elsewhere for their zinc. Zinc combined with copper makes brass.

The big rise began about the first of January, 1915, and during that year staid, quiet Joplin was a boom town. Nome suddenly moved to Jasper county. Patient, plodding, straightforward citizens who thought it was wicked to stay up after eleven got night keys and began taking tango lessons from an English dancing instructor with a small, refined mustache and a broad accent. Wives who had shopped regularly for fifteen years out of mail order catalogues suddenly had to go to St. Louis for fittings, and wrist watches became as common as fried eggs.

PRICES SOAR AND SOAR

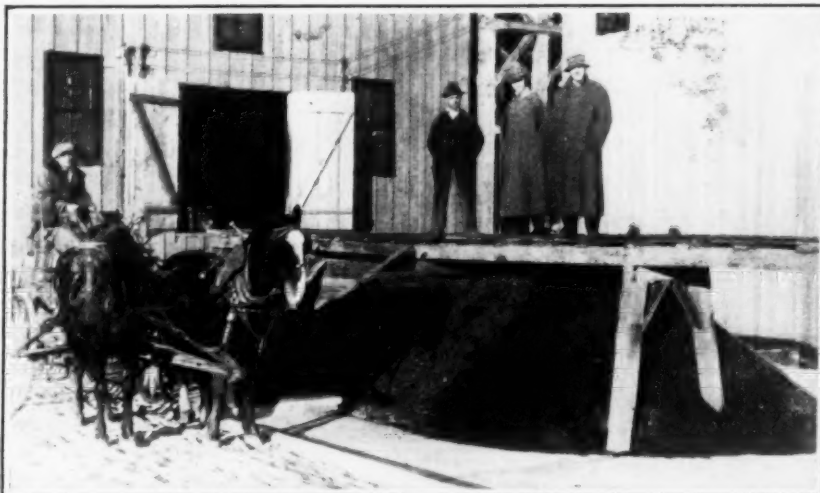
"Jack" had been selling for \$35 a ton, but it began to edge up: \$40, \$50, \$60—upward it crept day by day, the people growing



AIR DRILL CREW 200 FEET BELOW THE SURFACE

These are the men whose wages have been advanced by the European war from \$2.25 a day to \$4.50. They mine zinc that is an essential in the making of shells.

more and more excited. When it reached \$80 the autos got so thick that pedestrians went out only in twos and threes. But it was not to stop—onward, upward it soared. When it reached \$90 the Browning Clubs and New Thought organizations had to go out of business on account of the cabarets and thés dansants. Steadily "jack" climbed until it hit \$100, when they had a demonstration on the streets with a band to play and an orator in a frock coat to tell them about this glorious commonwealth where every boy may be President, to say nothing of the growing electoral chances of the girls.



ORE READY FOR THE SMELTERS

Here is a pile of "jack," as the miners call zinc ore, ready to be shipped to the smelter, where the refined metal is cast into bars for shipment to the ammunition factories.

But the end was not yet; "jack" kept right on going up. One hundred and ten it struck and went on through, headed in the general direction of the Milky Way. The very highest, tiptop price of all was got by Orleans Longacre for a limited amount at \$139.60.

During 1915 the streets of Joplin and Webb City ran with European money. The spirit of '49 was upon them. Into the district tumbled hundreds of miners; the wages paid the men underground—the shovelers, the machine men, the powder monkeys, the tub hookers—doubled. There are no unions in the Joplin district, and no foreign labor; everybody speaks English or he doesn't work, that's all. The miners see to that themselves. A sliding scale of wages was made for the miners by the operators. When ore went up the miners were to be paid more; when it went down they were to get less. The machine men (the workers who run the air drills) were getting \$2.25 a day before the boom started. They are now getting from \$4.25 to \$4.50.

The Webb City zinc mills go right on grinding and the millionaires go right on tumbling out the hopper. The men who have been working in the mines on salary lease a few acres, sink a shaft and install a grand piano. You never can tell who is going to be the next millionaire, and you can never tell 'em by the way they look. There is none of this quiet, rich dressing with imported shades and exclusive patterns that we read about. Instead the neophyte who has just been admitted to the exclusive and much-envied financial fraternity wears high laced boots, a khaki coat, jumpers and a string tie that has seen much active service. The poor humble-looking man you feel sorry for you find has just signed the contract for a summer bungalow in the Berkshires and his wife has run out to California to get out of the rut and to acquire ideas for her next paper on prune culture.

SOME NEW-MADE MILLIONAIRES

Emmet Pulver, before the war started, was a machine man, trudging to work at seven in the morning and coming back just as the General Delivery window closed in the evening. When the war opened and "jack" began going up he got permission to "clean up the columns" in one of the mines. In a sheet ground mine pillars of natural rock are left standing to keep the roof from falling in. The pillars are fifty feet in circumference, and the work of taking them out is very dangerous, for one of the dynamite explosions may be too heavy and down on you comes ten million tons of earth. But Pulver cleaned up his columns successfully and is now out for Mayor of Webb City. He has made \$40,000 since the war began.

See that fellow there—that's Bill Rhea—that strapping, big fellow in corduroy pants and wearing that faded necktie that looks as if it had been in the family since Harrison's administration. He's an example of what we are doing down here. Before the war began he was jigging—running ore through a jig box, you know. He borrowed some money and got hold of the old Annias Mine

(Continued on page 234)

FIGHTING WITH VENGEANCE

VIEWS OF THE FRENCH SEVENTY-FIVES MADE FOR "LESLIE'S" AT THE FRONT, AND UNDER CONDITIONS THAT NO CIVILIAN CAN SEE

PHOTOGRAPHS BY F. W. ZINN

Our representative, although in the infantry, is enthusiastic about the French artillery. He writes: "I am naturally better acquainted with the effects of the German 77 than I am with our own guns, but when we broke through the German lines in Champagne we had a wonderful chance to see the work of our own batteries. Even speaking from a neutral standpoint there is no comparing the two guns. The French leaves the German miles behind and is fully equal to their crack piece, the 105. If you had the chance to compare them that we have you would agree with me. It is not often that one gets a chance to take a picture of a gun in action. If you should go along the line from Belgium to Switzerland to-day you probably wouldn't see a single cannon. They might be working all around you, but they would be so well concealed by woods or by brush or by being placed below the surface of the ground that they simply could not be located. It is only in the case of an advance of three or more kilometers that they are ever exposed in the daytime. Naturally the reason for all this concealment is the enemy avion, for his chief business is to try and locate batteries and once he finds one and drops his signal there will be half a ton of high explosives around there within ten minutes."



THEY SEND A CURSE WITH EVERY SHELL

"These are two of the nicest fellows I have ever known," writes the photographer, referring to the two men at the gun. "Both of them have wives and families in the invaded district back of Lille, and haven't had a word from them for more than 17 months. Every shot that they send over is a joy to them. Just to associate with men like these makes one willing to see things through no matter what it costs."



THIRTY-TWO SHOTS IN TWO MINUTES

A French aeroplane located a German supply train on a railroad leading into an important village and this gun cut loose on it. The empty shell cases are scattered about on the ground. This gun fired 32 three-inch shells in two minutes, or at the rate of one every four seconds. Incidentally, taking a picture under such circumstances is no joke.



AT WORK IN THE OPEN

During the Champagne advance this gun got busy on the German lines and a large supply of ammunition was sent up. This is shown at the left of the picture, about 2,000 shells, and more coming. One battery of four guns fired in seven days 14,000 such shells. The Champagne country was an inferno of fire.



HALF A REGIMENT WIPED OUT BY THE SEVENTY-FIVE

"For open work," says our photographer, "the seventy-five is unbeatable. Here in a patch of woods as big as a Michigan orchard was half a regiment of dead Prussians, caught as they were retreating from their first-line trenches. Next spring we will be properly equipped with big guns to dig them out of their trenches. Then we ought to clear the country."



HORSES THAT WERE TOO PROUD TO FIGHT

A French battery changing position. This was ticklish business because the wastage of horses has been so great that untrained animals are used extensively. Many of these came from the plains of the Western United States. Bursting shells and wild bronchos form a combination that an artilleryman hates most sincerely. Just before this picture was taken a team of Texas horses attached to the next caisson were stampeded by a shell and started for Paris, leaving the driver behind with a crushed leg that ended his military career.

THE TREND OF PUBLIC OPINION

BY CHARLTON BATES STRAYER

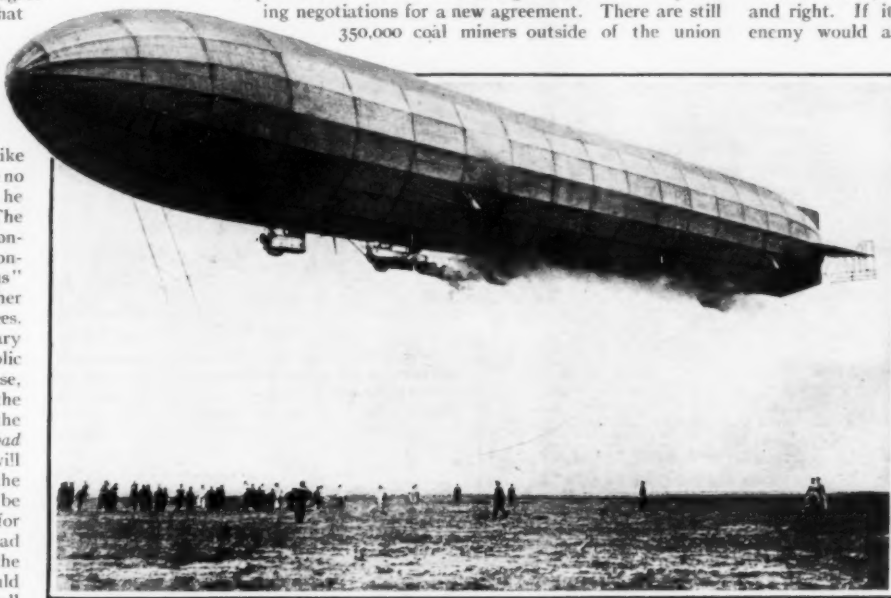
FAIR PAY. FAIR PLAY

THE railroad workers, threatening the greatest railroad strike in history, say all they ask for is fair pay. The railroads say all they want is fair play. If both sides are interested in fairness, they ought to get together and avert a general tie-up of the railroads of the country, the probable effects of which stagger the imagination. The miners have voted not to strike, pending negotiations for a new wage agreement, because experience shows that a suspension is against their own interests. On the same ground, railroad employees have even stronger reason to avoid a strike. Grand Chief W. S. Stone of the Brotherhood of Engineers has told the railroad men that if the "strike ballot" favors a strike there will be no compromise, though he will do all he otherwise can to avert a strike. The public is the third party to be considered in every strike, but in a nationwide railroad strike, the "rest of us" are more vitally concerned than either the railroads or their employees. The *Railroad Employee* for January agrees with us that it is the public which must suffer most in such a case, but goes further and says it is the public which must decide. "In the final analysis," says the *Railroad Employee*, "the American public will render a verdict on the merits of the controversy from which there can be no appeal." We hold a brief only for the American public. A railroad strike fought to a finish would be the biggest industrial calamity that could befall the public, innocent of all wrong in the matter, the biggest sufferers, and at the same time the third party which would render the final verdict. Because of these facts, and in accord with the saying of a member of one of the railroad brotherhoods that "it is better to argue for a year, than to strike a minute," we believe the arguing should be done now before a strike is called. The demands of the unions would add from 25 to 40 per cent. to the general operating expenses of the railroads, benefiting only 19 per cent. of employees, and would mean that the remaining 81 per cent. of employees would have to submit to salary or wage reductions and that all improvements would be halted. This harmonizes with the statement of the railroad situation by Senator Oscar W. Underwood, House leader in the last Congress and supporter of President Wilson. "The question," says Senator Underwood, "is whether the American people are willing to put up with an unsafe, inferior and inadequate transportation system, or have the intelligence to pay for one that will supply their needs and protect the lives of the people."

THE PEOPLE PAY THE BILL

IF the coal miners get their demand for increased wages, or any part of it, the consuming public will have to pay for the raise. This is the one point in the controversy upon which operators and miners perfectly agree. Of the ten specific demands of the miners, that which calls for a 20 per cent. wage increase in the anthracite region, most vitally affects the public. This means an increase of 36 cents in the cost of every ton of anthracite mined. Since, however, the steam sizes, comprising 40 per cent. of anthracite, are sold in competition with bituminous at less than the cost of production, the coal used by householders and other consumers of domestic sizes of anthracite must afford a reasonable profit on the entire production. The demand of the miners will mean, therefore, an increase of 60 cents per ton in the cost of domestic sizes. Another demand is for full and complete recognition of the union. This involves the "check off," or the compulsory collection by the operators of such dues, assessments, and fines, as may be assessed against the miners by union officials. To this

the operators reply that they have no objection to their employees joining unions, but attention is called to the fact that the Anthracite Coal Strike Commission, appointed by President Roosevelt in 1902, "declared that the constitution of the United Mine Workers did not offer inviting inducements to enter into contractual relations with it," and therefore declined to order the recognition of the union. The one good feature of the dispute is that the miners have agreed not to strike pending negotiations for a new agreement. There are still 350,000 coal miners outside of the union



GERMAN AIRCRAFT THAT MENACE BRITAIN

A recent model of the Zeppelin, such as participated in the last raid on England, when 14 towns were bombarded from the air and more than 50 persons killed. It is claimed that Germany now has a fleet of 80 of these airships, and further activities may be expected.

organization, and since non-union operators take advantage of suspensions to secure long-term contracts at the expense of union fields, the union miners have concluded that suspensions "have cost us more than we have ever gained thereby."

THE "BACKLOG" OF THE FACTORY FIRE

A COUNTRY'S export trade is the "backlog" that keeps the factory fire burning. If our manufacturers were not prohibited from cooperative foreign effort, they would be able, as is pointed out by M. A. Oudin, manager of the foreign department of the General Electric Company, to "keep our factories running at 100 per cent. of capacity." The business men of the United States have never really "gone after" world trade. An unexampled opportunity in this field is afforded by the war, but as Chairman Joseph E. Davies of the Federal Trade Commission declared at the Third-National Foreign Trade Convention at New Orleans, the "imminence of unprecedented domestic prosperity" is a greater check to making the most of this opportunity than the limitations of the law. Mr. Davies pointed out how British organizations of non-competing plants establish joint selling agencies with branch offices and warehouses throughout the world, so effectively organized as to handle anything from the sale of a handsaw to the building of a railroad. A big organization like the Standard Oil Company is able to extend its trade to every part of the globe, but there are hundreds of smaller corporations that ought to have a share in foreign trade, but have not the resources to establish independent agencies. The existing anti-trust laws, enacted primarily for the benefit of the domestic consumer, make no exception for the foreign trade. Should not the laws be amended so as to permit non-competing organizations to cooperate in the extension of their trade abroad?

THE BOGEY OF THE AIR

THE latest Zeppelin raid on England records 14 towns damaged and scores of non-combatants—men, women and children—killed, but the military results were practically nil. The *London Chronicle* estimates that 21 Zeppelins have been lost since the beginning of the war, but Germany has been feverishly building new ones and rumor now has it that a fleet of 80 is ready for service. British sentiment is divided as to the wisdom of reprisals.

Admiral Lord Beresford is quoted as having said, "For every air raid here I would have three in Germany." "To wish for reprisals against the Germans for their air raids is wholly human and natural," says the *Westminster Gazette*. "We have no prejudice against reprisals provided they serve their purpose of deterring, but we have a decided leaning toward reprisals of military value." Viscount Bryce, former Ambassador to the United States, says, "We stand in this war for justice and right. If it came to cruelty against cruelty, the enemy would always win." Dr. Leo Strisower, Professor of International Law at Vienna University, in an article in the *Internationale Rundschau* upon "Cruelties and Success in the War and Their Relations to a Shortening of Hostilities," condemns both Zeppelin raids that are without military result and U-boat attacks upon merchantmen with passengers on board. Prof. Strisower argues that if an act of cruelty serves an important military purpose it is justified, "but where the strength of the enemy is not affected in any serious degree, then the psychological effect of the cruelty heavily counterbalances any possible military result." Having passed the Austrian censor, the article is significant as showing the attitude of official Austria toward the Zeppelin raids.

JAPAN PLAYS POLITICS

IT looks as if Japan is taking advantage of the war to play for position. She is the ally of Great Britain and has scrupulously lived up to the terms of the treaty

in rendering aid to her ally in the war, but Japan has plans of her own to dominate Asia. If Germany were to win the war, Japan would have the victor to reckon with. If Great Britain, her ally, were to emerge clearly victorious, her jealousy of Britain's growing power in the Orient would be enhanced. Very significant, therefore, is the outburst of criticism of the alliance with Great Britain in the Japanese press. All conclude that the alliance is harmful to Japan. Professor Masutaro Niita of the Imperial University urges that Japan's responsibility arising out of the alliance is greater than that of England and that at the present time England is using the treaty as a club to beat Japan. "Japan," says Prof. Tongyu Tatebe, also of the Imperial University, "stands for loyalty and justice; Germany for loyalty and injustice; England for selfishness and disloyalty." "The economic value of the alliance with Great Britain," says Prof. Tatsuke Negase, a historian attached to the army

department, "may be judged from the fact that England classes the Japanese race with the colored races and excludes the Japanese from her colonies." Japan plans to be the dominant power in the East; and is suspicious of any nation that disputes that claim.

SETTLEMENT TURNS ON ONE WORD

THE long-drawn negotiations over the *Lusitania* tragedy hinged at the last on a single word, and at this writing there is every reason to believe that the matter will be adjusted without a break between the countries, Ambassador Bernstorff having cabled Berlin to allow him to change the word "assumes" to



WARREN S. STONE
Head of the Railroad Engineers, and the man who, more than any other, has the power to avert a general railroad strike.

"recognizes" where used in relation to German liability for the death of 116 Americans when the *Lusitania* went down. President Wilson insisted upon this verbal change. In brief the note regrets the loss of American lives, promises indemnity and makes a qualified pledge of greater consideration for the lives of non-combatants on merchant ships attacked by submarines. It concedes less than Americans had expected, and yet German journalists, including Count Reventlow, of the *Berlin Tages-Zeitung*, express the fear that Germany has yielded too much. No pledges that might restrict the usefulness of the submarine are given.



JOSEPH E. DAVIES
Chairman of the Federal Trade Commission, who predicts that domestic prosperity will interfere with our export trade.

WATCHING THE NATION'S BUSINESS

BY THOMAS F. LOGAN, LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

KILLING TIME IN CONGRESS

CONGRESS has been in session since December 6th, and yet not a single one of the large appropriation bills, neither of the two so-called "conservation" measures, the land bill nor the water power bill, neither the army bill nor the navy bill—in a word, not a single important measure has yet become a law. The most important action taken by the House since the beginning of the session was the passage of the Keating child labor bill, against which there were little more than two score votes cast. Republicans and Democrats alike voted for it. This measure bars from interstate commerce the products of the labor of children below the age of 14 and the products of children between the ages of 14 and 16 who are employed for more than eight hours a day. Southern members pointed out that child labor in many instances has been a good thing in the South inasmuch as it has been accompanied by vocational education, and is the only means whereby the children may keep from poverty. The chief objection from the North, made by Representative J. Hampton Moore of Pennsylvania, was that the proposed law would give a tremendous advantage to European manufacturers, who used child labor extensively. He proposed an amendment which would include the products of European manufacturers under the prohibition when they are made by child labor. This amendment was defeated. In the Senate the Philippine bill, granting independence to the islands within four years was passed by the narrow majority of 42 to 41, Vice-President Marshall casting the deciding vote. Previously the Senate, by a vote of 48 to 14, showed an overwhelming disposition to retain for the United States a naval station and coaling base in the Philippines regardless of their prospective freedom. Thus the nation would retain responsibility without control. This bill has yet to pass the House, but it doubtless will receive a large majority.

BILLION NEEDED FOR BIGGEST NAVY

PRESIDENT WILSON'S statement that the American navy ought to be "incomparably the greatest navy in the world," has been the subject of much discussion in Congress. Representative Thomas Butler of Pennsylvania, one of the oldest members in point of service on the naval affairs committee of the House, said that it would cost over one billion dollars to get the kind of navy the President wants. No definite estimates have been made by the Navy Department. The President's Western trip, however, has not changed the situation in Congress to any great extent. It is hardly likely that the House will provide for more than two dreadnoughts this year. The weakness of the President's speeches was his failure to discuss the program for financing the increased needs of the army and navy. Yet this is the big issue in both the Senate and House. The Ways and Means Committee is now preparing for a revision of the income tax law which will increase the present rates on incomes over \$3,000 in some instances to 50 per cent. There is an overwhelming disposition among the Democrats to make the thrifty bear the burden of national defense. The proposal that the exemption rate be lowered to include smaller salaries has been dropped. Instead of raising about \$100,000,000 a year, it is intended that \$200,000,000 shall be raised. Former Secretary of State Bryan and his followers are relying chiefly upon the dissatisfaction over increased taxation to defeat the national defense program and restrict appropriations to the standard set in former years. The chances are that there will be some in-

creases, but the army and navy programs seem to be in a bad way. It is no wonder that Secretary of War Garrison, with this outlook, resigned from the Cabinet ostensibly because he was not in harmony with the President on the Philippine and defense questions.

one thirty-second of a pound of pepper, one-fourth pound pickles, one-fourth pound salt, one-fourth pint sirup, one one-hundred-and-twenty-eighth pound spices, one-fourth pound tomatoes (canned), and one-half pint vinegar or oil.



WISPY WILLIE—With these new wings I'll surely get him.

THE INTEGRITY OF BRANDEIS

THERE is no racial prejudice against Louis D. Brandeis. The sole question that will be considered by the Judiciary Committee of the Senate is whether Brandeis has been guilty of unprofessional conduct. The definite charges made against him relate to half a dozen cases in each of which it is alleged that the man appointed by President Wilson to the Supreme Court became counsel for a corporation or individual, obtained the confidential information that would thus come to a lawyer and later became counsel for the other side, using the information previously obtained. This charge is made not merely in connection with the United Shoe Machinery Company, but also with reference to the Lennox case, the Warren case, the Sampson-Murdock case, the Dominion case, and the W. L. Douglas case. Court records will be produced to show that Brandeis figured in the early deals in the New Haven case and light will be thrown upon methods pursued by him at that time in comparison with his later attacks upon the railroads.

LOW COST OF EATING

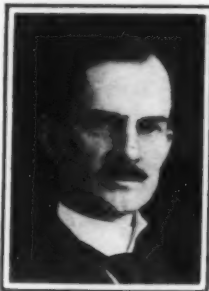
THE high cost of eating, that bugbear alike of the economist and housewife of modern times, is knocked into the proverbial cocked hat by the naval quartermasters. To feed an enlisted man of the navy costs only 36 cents a day. And he is well fed, too. The navy ration consists of the following daily allowances for each person: One pound hard bread (biscuits); or one and one-quarter pounds fresh bread; or one and one-eighth pounds flour. One pound tinned meat; or one and one-quarter pounds salt meat; or one and one-quarter pounds smoked meat; or one and three-quarters pounds of fresh meat; or one and three-quarter pounds fresh fish; or eight eggs; or one and three-quarter pounds poultry. Three-fourths pound tinned vegetables; or one and three-quarter pounds fresh vegetables; or three gills beans or peas; or one-half pound rice or other cereal. Two ounces coffee; or two ounces cocoa; or one-half ounce tea. One ounce condensed or evaporated milk; or one-sixteenth quart fresh milk. Three-sixteenths pound dried fruit; or three-eighths pound tinned fruit; or nine-sixteenths pound fresh fruit (one ration of fruit is allowed with each ration of vegetables other than fresh issued). Two ounces butter; four ounces sugar. Seven pounds lard are allowed for every 100 pounds flour used as bread. The following are allowed weekly in addition to the foregoing: One-fourth pound cheese, one-fourth pound macaroni, one thirty-second of a pound of mustard,

DEMOCRATIC LEADERS WHO WON'T LEAD

THERE has been considerable dispute among leading Democratic members of the House recently as to what is good Democratic dogma and what isn't. Some of them argue that the Democratic party traditionally has been against a large army and navy. Mr. Garrison believed in the "continental army plan," which provides that camps shall be established throughout the country for the training of civilians who shall volunteer to give two months of their time each year for three years and then go into the reserve, but Chairman Hay, of the military affairs committee, has a different plan of army expansion. Thus another exponent of the "continental army plan" had to be found in the House to represent the views of Mr. Garrison. Majority leader Kitchin, while maintaining friendly relations with the President, found it impossible to reconcile his conscience to the proposal that he lead the fight for army and navy expansion. He had taken President Wilson's previous position as his own standard of leadership. Incidentally, he also found it impossible to lead the Administration fight for a tariff commission, because he had adopted President Wilson's previous view that such a commission was undesirable. The Administration, in addition to its difficulty in finding leaders for the national defense and tariff commission fight, has been wholly unable to find any leader to handle the taxation fight as outlined by Secretary McAdoo. Representative Rainey of Illinois will pilot the Administration bill for a tariff commission through the House, but so far leaders for the other fights have not been found.

YOUTHFUL PRESIDENTS

AT a time when some of the most prominent candidates for the Presidential nominations are men nearing the allotted span of life, several being over 65 years of age; it is interesting to note that the average age of the 28 Presidents of the United States at the time of their election is 54.4 years. The man who was oldest at the time of his election as President was William Henry Harrison, who was 68 years of age on the birthday preceding his election. He died within six weeks and Tyler, a Democrat, took his place. The youngest man who ever assumed the Presidency was Theodore Roosevelt, at the age of 42. Only John Adams, Andrew Jackson, Taylor and Buchanan were over 60. Since the election of Grant, who was 46 years of age, there has been but one President older than 55 years at the time of inauguration, namely, Woodrow Wilson, who was 56.



J. H. MOORE
Who vainly tried to amend the Child Labor Law to protect American manufacturers from unfair European competition.



HENRY T. RAINEY
The Democratic Congressman from Illinois, who is piloting the Administration bill for a tariff commission through the House.

WORDS MUST BE BACKED BY DEEDS

THE lack of military and naval force to support the demands of the United States in questions affecting the rights of the American people has been revealed with astonishing frankness by President Wilson. He brought home to the people of the interior the fact that they are as vitally concerned in national defense as the people of the seaboard. The increasing encroachment upon American commercial rights on the sea constitutes a menace to the producers of this country, including the farmers, and the time may not be far distant when the United States navy, inadequate as it is, will be called upon to assert the right of this nation to send its commerce upon the high seas without molestation.

PEOPLE TALKED ABOUT



AN EXPERT SHOT AT SEVENTEEN

Miss Vista Towner, of Kansas City, Kan., is said to be the best markswoman in the Sunflower State because she recently won first honors in a pistol shooting contest in Kansas City. Her nearest rival was Mrs. Anita Towner, a sister-in-law. Miss Towner has been shooting with rifle and pistol since she was a mere slip of a girl, and is expert with both weapons. In 1914 she came to the assistance of her father, who was having a hot gun fight with burglars, and helped to put the bad men to flight.



FROM CHINA TO WASHINGTON

Washington official society is making much, this winter, of Mrs. Lester Maynard, wife of the United States Consul to Amoy, China, who is on leave of absence. Mrs. Maynard is one of the prettiest women in the diplomatic set and enjoys the distractions of Washington after the dull years in Amoy, where foreign residents are comparatively few in number and society is greatly restricted.



OLDEST SOLDIER IN THE BRITISH ARMY

Sergeant-Major George Ennis, of the Somerset Light Infantry, is 73 years old, and is said to be the oldest man in active service with the British army. He has just been presented with a medal for meritorious service which carries with it a pension of 10 pounds a year. He had a service of over 20 years to his credit, but was retired when the war broke out. He immediately volunteered and was assigned to his old regiment. He is as active as any man of half his age.



WON A PRIZE FOR BEAN GROWING

Michigan is encouraging its young folks to take an interest in agriculture, and almost every county has some kind of a champion youthful farmer; but Miss Martha Pawloski received a scholarship in the Michigan Agricultural College and a gold watch for growing 36 bushels of beans to the acre, and making a net profit of \$91.23. The average yield in Michigan was only 8.6 bushels per acre.



ENTERS UNIVERSITY AT FOURTEEN

Iowa University claims to have the youngest girl student of any university in the country. She is Chaminade Stutsman Blackford, and the State Board of Education was so skeptical of her fitness to enter the university that it required her to take the entrance examination, although her credentials would have been entirely satisfactory in the case of an older applicant. She passed with a fine average. When six years old she did not know her alphabet, but could read music at the age of four.



ROTARY CLUBS MAKE A HIT IN THIS FAMILY

The Korn brothers are four progressive Middle West business men who have taken kindly to the Rotary Club idea. From left to right they are: Otto Korn, President of the Clinton, Ia., Rotary Club; John Korn, President of the Quincy, Ill., Rotary Club; Charles Korn, member of the Rock Island, Ill., Rotary Club, and William Korn, President of the Davenport, Ia., Rotary Club. Charles, as a mere member, has something to look forward to in Rotary Club life. Being young and popular he is likely to complete the family record by achieving a presidency.

SEEN IN THE WORLD OF SPORT

AT THE ST. PAUL CARNIVAL WITH ED A. GOEWEY (THE OLD FAN)



A VENUS ON SKATES

Miss Mary Rowe, a bewitching fairy of the ice, who won premier honors as a fancy skater.



A SNOW PRINCESS

One of the prettiest of the thousands of beautiful damsels whose attractive costumes gave the true artistic touch to St. Paul's great joy week



A REAL THRILLER

One of the most startling events of the big week was an exhibition by Axel Hendrickson, champion fancy ski jumper of the world, recovering his poise after a somersault on skis. More than \$250,000 was spent by the city for the entertainment of the resident participants and their guests, all of whom wore unique costumes befitting the occasion. In addition to gorgeous pageants and elaborate illumination, the program included every form of winter sport, with prizes for the winners in each class.



ALL HAIL HER MAJESTY
Even the shimmering rays of Old Sol reflected from the city's ice-coated turrets paled against the radiance of Miss Camille Burgess, Queen of the Carnival, shown herewith as she entered the ice fort on Harriet Island, at the head of her joyous subjects.

THEY'RE OFF

Although Jack Frost still hangs around,
And snow in places dots the ground,
The winter's over, just the same,
That is—for you and me.
For southward toward the training camp,
The players now begin to vamp,
To tune up for the dear old game,
Baseball—a toast to thee.

Of course we know the same old dope
Will northward float to give us hope,
That we've a pennant team at last—
These spring yarns always do.
We'll read our vets are playing strong,
That not a rookie can go wrong,
So let's embrace the gay forecast
And nurture it, aye, hold it fast
E'en though the fall our dream shall blast,
Baseball—"Here's how" to you.



A BOOSTER WORTH WHILE

Louis W. Hill, president of the St. Paul Outdoor Sports Carnival Association, and a gay party of friends, about to descend one of the six toboggan slides erected for the festival. Mr. Hill's splendid efforts to make the carnival a success have caused his friends to urge him to become a candidate for Mayor.

GIVING BEAUTY THE "BOUNCE"

The somewhat unusual honor paid their queen by the members of the Glacier Park Marching Club was but one of the hundred and more features of the recent ten-day carnival at St. Paul.

THE FRANKLIN CAR

Simplicity and Results versus an Eyefull of Motor Mechanism

JOHN TIMBS, the historian of American invention, says that the history of every mechanical development has been from crude directness at the start to extreme and burdensome complexity—then to a *finished simplicity* that makes the complex stage seem absurd.

* * *

Fulton's Steamboat had a single cast-iron cylinder and one piston.

Marine driving power was at the stage of enormous quadruple expansion engines when Parsons invented the Steam Turbine in 1884.

In Belfast, Ireland, in 1897, was in-

vented a new type of *turbine fan for moving air*.

This application of the *turbine principle to the rotary fan*, moving vastly larger bodies of air than was ever before possible, has in less than a generation set many lines of invention forward fifty years and has all but *revolutionized* certain well-known industries.

It is this principle that is behind the *Franklin System of Direct-Air-Cooling*—the biggest step ever taken in the simplification of the Motor Car.

* * *

Think of it! Here is an engine with *no water to carry*, none of the annoyances

that go with water—freed of the 177 parts of the complicated water-cooling system.

If you want a clear idea of just what it means to get rid of these 177 water-cooling parts, step into a repair shop. Look at the honey-comb radiator, with its 5000 cells, its pipes, pump, connections—a complex system of small-bore water passages, inviting trouble from leaks, from mud and sediment, from freezing and boiling.

* * *

Look at the Franklin Engine! The *only moving part* in the Direct-Air-Cooling System is the air-suction fan, and *that fan is itself part of the fly wheel*.

Nothing to get loose, nothing to break down, nothing to oil, nothing to adjust, nothing to replace.

Franklin Direct-Air-Cooling Gets Rid of these 177 Water-Cooling Parts

- | | | |
|---|---|---|
| 1 Radiator. | cock. | 2 Pump covers, with bushing. |
| 2 Steel washers for fan bearing. | 1 Bracket to attach radiator. | 1 Gasket for pump. |
| 2 Felt washers for fan bearing. | 1 Stud plate for bottom of radiator. | 8 Screws for pump cover. |
| 1 Retainer for felt washer for fan bearing. | 1 Stud for radiator bottom plate. | 1 Bushing for pump cover. |
| 1 Adjusting nut for fan bearing. | 4 Shims for radiator attaching studs. | 1 Pump impeller. |
| 1 Check nut for fan bearing adjusting nut. | 4 Nuts for radiator attaching studs. | 1 Pin for pump impeller. |
| 1 Lock washer for fan bearing adjusting nut. | 4 Washers for radiator attaching studs. | 1 Cross for pump driving shaft. |
| 1 Bracket for fan on engine frame. | 4 Washers, notched, for radiator attaching studs. | 1 Pump shaft, short, for impeller. |
| 1 Nut for fan shaft. | 4 Lock washers for radiator attaching studs. | 1 Pump shaft, long, for outside driving gear. |
| 1 Washer for fan shaft. | 1 Lead for radiator. | 1 Outside driving gear for pump. |
| 1 Lock nut for fan shaft. | 1 Hose connection from radiator to motor. | 1 Bushing, long, for pump shaft. |
| 2 Nuts to attach fan bracket to engine frame. | 2 Hose clamps. | 1 Bushing, short, for pump shaft. |
| 2 Lock washers for fan bracket nuts. | 1 Tie rod between radiator and dash. | 1 Key for pump shaft. |
| 1 Fan driving sheave and starting ratchet, lower. | 2 Cap screws for tie rod on radiator. | 1 Drain pipe for pump. |
| 1 Fan belt. | 2 Lock washers for tie rod cap screw. | 1 Cap for pump drain pipe. |
| 1 Grease cup for fan. | 1 Shield for under radiator. | 2 Grease cup for pump. |
| 2 Bearings, complete, for fan shaft, (each end). | 1 Fan assembled complete. | 1 Bore pipe on top of cylinders, for water circulation. |
| 1 Filler cap for radiator. | 1 Fan spider with blades and pulley. | 1 Bore pipe on side of cylinders, for water circulation. |
| 1 Gasket for radiator filler cap. | 1 Fan shaft. | 6 Studs for water circulation pipes. |
| 1 Strainer for radiator filler. | 1 Caps for fan bearing. | 6 Lock washers for water circulation pipe studs. |
| 1 Drain cock, complete, for radiator outlet. | 2 Ball races for fan bearing. | 6 Nuts for water circulation pipe studs. |
| 1 Body for radiator outlet drain cock. | 2 Ball retainers for fan bearing. | 1 Gasket for water circulation pipes. |
| 1 Sleeve for radiator outlet drain cock. | 10 Steel Balls for fan bearing. | 1 Hose connection from radiator to motor. |
| 1 Gasket for radiator outlet drain cock. | 1 Pump. | 2 Clamps for rubber hose connection from radiator to motor. |
| 1 Strainer for radiator outlet drain cock. | 4 Cap screws to attach pump to engine. | 1 Hose connection from pump to motor. |
| 1 Spring washer for radiator outlet drain cock. | 4 Lock washers for pump attaching screws. | 1 Hose connection, radiator to pump. |
| 1 Nut for radiator outlet drain cock. | 1 Pump body, with bushing. | 2 Clamps for rubber hose. |
| 1 Cotter pin for radiator outlet drain. | 2 Dowels for pump body. | 6 Studs to attach water circulation pipes. |
| | 1 Bushing for pump body. | 6 Nuts for water circulation pipe studs. |
| | 1 Gland nut for pump body bushing. | |
| | 1 Packing for pump. | |

With this complicated, trouble-inviting water-cooling system, compare the simplicity of *Franklin Direct-Air-Cooling*—its *only moving part* a powerful turbine fan, which is itself part of the fly wheel. No water to carry—no leaks, no freezing, no boiling. The Franklin is the only car that can run 100 miles on low gear, regardless of locality, weather or road conditions, and it holds the world's record for oil economy—1046 miles on a gallon of oil.

Touring Car—\$79.50, F.O.B. Syracuse, N. Y.
Actual Scale Weight, 2680 Pounds.

FRANKLIN AUTOMOBILE COMPANY, SYRACUSE, N. Y.

THE FRANKLIN CAR

The Most Advanced Type of Motor Construction in the Automobile World

Inspect the Franklin chassis! Notice the freedom from all torque rods and reach rods. Notice the one-piece fastening of the full-elliptic springs—eliminating the usual links, pins and other forgings.

No superfluous parts to driving system. The single-unit direct-connected starter does away with the gears on the fly wheel and the attendant shifting mechanism.

The transmission foot-brake does away with fifty per cent. of the usual rods, rod ends and pins.

* * *

Consider for a moment what such simplicity means in the life of the car, in the ease of control, the saving of time, trouble and upkeep expense.

It is the *mechanical complexity* of the average car that drives its *upkeep cost so unreasonably high*.

Nobody knows this fact better than the Used Car Dealer, who is confronted every day with the problem of selling cars with too much machinery.

The motorist who takes *efficiency* as his measure of value, rather than quantity of mechanism, should know the *Franklin Car*—the most *advanced type of motor construction* in the automobile world.

* * *

The fundamental design of the Franklin is so far in advance that the earliest Franklin Cars produced are doing good service today.

The Franklin was the *first four-cylinder car* built in America—and a six-cylinder car when cars in general were still in the four-cylinder stage.

The *Franklin cylinders* had *valves-in-head* thirteen years before automobile designers in general took them up.

The Franklin was the *first car with the throttle control*—first with the *single intake trunk*—the first to establish

automatic lubrication—the first to use *full-elliptic springs without reaches*—the first *light-weight* car, and the only *flexibly constructed* car today.

It is the policy of the Franklin Company to build a car that will perform a *service* for the *man who owns it* and for the *dealer who sells it*.

* * *

The Franklin is the only car that has averaged *32.8 and 32.1 miles to the gallon of gasoline* in two National Tests. It is the only six-cylinder car that ever went 55 miles on a gallon of gasoline.

It is the car that is practically *free from tire troubles*, and delivers its owners an *average of 9630 miles* to the set of tires.

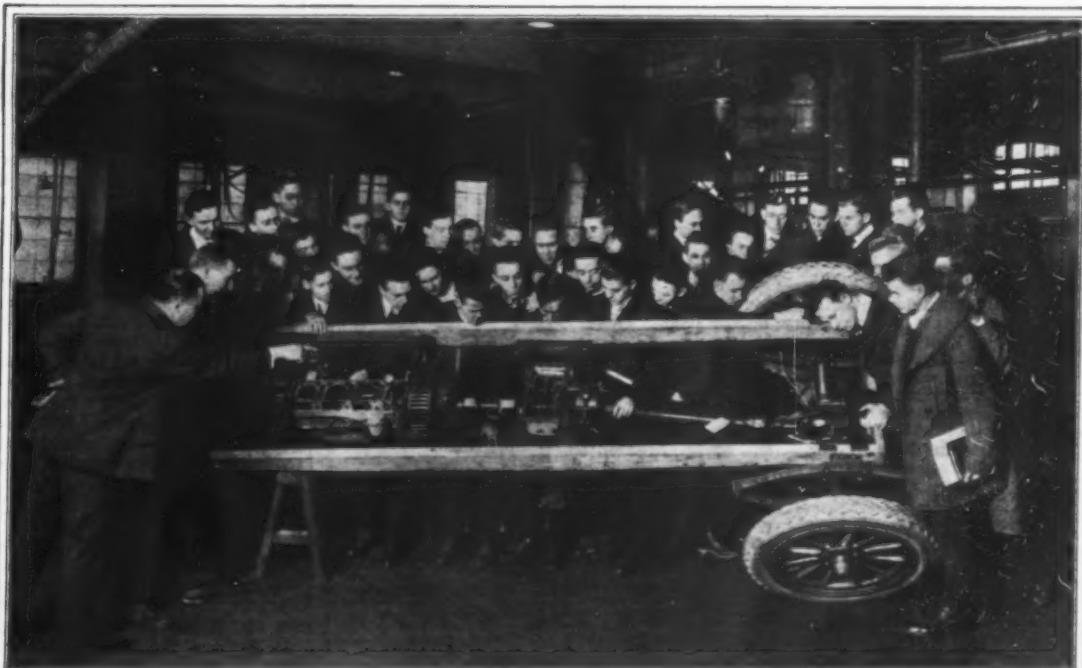
It is the only car that can run *100 miles on low gear*, anywhere, any time.

It is the car that holds the *world's record for oil economy*—1046 miles on a gallon of oil.

It is the *only car* men and women, old and young, can *ride in all day without fatigue*.

It costs less to run than the cheapest car made.

Performance, service, not "features"—this is the principle of the Franklin Car.



The Franklin Chassis exhibited to the Engineering Class at the Worcester Polytechnic Institute as a demonstration of finished simplicity in motor car design. Notice the freedom from all torque rods and reach rods. Notice the one-piece fastening of the full-elliptic springs—eliminating the usual links, pins and other forgings. Consider what such simplicity means in the life of the car, in the ease of control, the saving of time, trouble and upkeep expense.

FRANKLIN AUTOMOBILE COMPANY, SYRACUSE, N. Y.

Roadster—\$1900, F.O.B. Syracuse, N. Y.
Actual Scale Weight, 2566 Pounds.

THE PERMANENT SCREEN CLOTH



For Permanence and Beauty

Pompeian Bronze Screen Cloth eclipses all other screening materials. It is absolutely rust proof; in fact, it is permanently proof against any and all climatic conditions. Once installed in your screens, it never needs painting or renewing, its bare, solid bronze wires successfully defying time's ravages. It is strong and does not sag or "belly" as do its copper substitutes. You can easily tell Pompeian Bronze from all other screening materials, because we weave a red string into the selvage. So ask your dealer for Pompeian Bronze, and identify it by the red string. Don't forget, a string that is red, not a wire or coated selvage.

The beauty of Pompeian Bronze (a rich brown hue) leads to any house added attractiveness. Send for our booklet "Permanent Protection." All good hardware dealers handle Pompeian Bronze.

CLINTON WIRE CLOTH COMPANY
87 STERLING STREET, CLINTON, MASS.

First weavers of wire by power in the world. Makers of Clinton Wire Lath—the first metal lath produced, and the best to-day for stucco and inside work. Interesting book of "Stucco Houses," showing many types, sent upon request.

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A Record of the Events and Progress of the Year 1915

It contains approximately nine hundred pages, is 2 3/4 inches thick, weighs over two pounds, is six inches wide and eight inches high. It records, explains, and combines the events and progress of the year. It is not an encyclopaedia nor an almanac. It takes up one by one the great fields of human activity: history, politics, government, legislation, industry, science, the arts, education, trade, agriculture, social reforms, foreign relations, literature, religion, and many others. In each field The Year Book tells in clear narrative what has been done and relates events connected one to the other. The view it gives of the year is broad and complete. It is a marvel of accurate information, carefully compiled and clearly presented by expert writers of authority.

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The regular price of The American Year Book is Three Dollars (or when sent by mail \$3.25), and if purchased separately it can nowhere be obtained at a lower price. The subscription price of The Outlook is Three Dollars. The 1916 edition of The American Year Book contains the record of the full year 1915 and is now ready for delivery.

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The American Year Book, carriage prepaid, regular price	3.25
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I herewith send you the accompanying remittance of One Dollar and agree to send you One Dollar a month additional for three consecutive months in acceptance of your offer to send me The Outlook for fifty-two weeks and a copy of The American Year Book, all charges prepaid if sent to any address in the United States, as per your advertisement in Leslie's Weekly.

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MOTORISTS' COLUMN

MOTOR DEPARTMENT

CONDUCTED BY H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



A NEW TYPE OF MOTORCYCLE PASSENGER CAR

This is known as a "rear car," and, as indicated, is attached to the machine just back of the rear wheel, thus forming a four-wheel vehicle. The comfortably upholstered seat is of sufficient width to accommodate three passengers and therefore with the efficient three-speed transmissions of the modern motorcycle, four persons may be carried comfortably and quickly over almost any kind of road and up the steepest hills. The weight is distributed over the four wheels so that there is no unequalized tire wear. The rear car may be adjusted to fit any motorcycle, and may be attached or detached in a few moments.

HELPING THE MAN OF MODERATE MEANS

A FEW years ago a certain clerk was earning \$20 a week. He was frugal in his habits, and at the end of three years had saved \$600, which represented his sole possessions. He was ambitious, and decided to start in business for himself. He saw the opportunity for the installation of a local package delivery service, and was able to effect arrangements whereby he purchased a \$2000 motor truck for a cash payment of \$500 with the balance due to be met out of the profits of the truck. In two years he had not only paid this balance, but had purchased outright two additional trucks of the same make and value, and his business is increasing at such a rate that it is not difficult to foresee the time when he will be the possessor of a fleet of a dozen or so trucks. It is also not difficult to predict that these trucks will all be of the same make—the product of the company which was sufficiently farsighted to give this young man his start, and to foresee the future possibilities of a business of this nature operated under these conditions.

This incident is not cited necessarily as an example which should be followed by all truck manufacturers. The risks are too great, and the problem of individual investigation in the face of large distribution enters too largely into the matter for its successful application on an extended scale. But it does represent a trend toward a broader policy of truck selling methods. This is but one instance brought to the attention of the Motor Department while investigating the attitude of various leading truck manufacturers toward the sale of trucks on the installment plan. This investigation has disclosed the fact that, in many instances, manufacturers themselves are inaugurating plans for co-operative financing of their products in which the ultimate purchaser, the dealer, distributor and manufacturer himself will be brought more closely together.

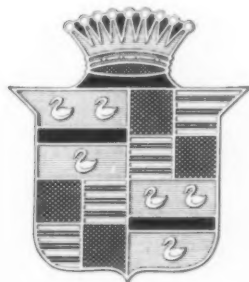
Possibly, much of this has been brought about by the change in the attitude of the bankers toward the automobile industry during the past year. Less than a year and a half ago an article appeared in LESLIE'S, written by Jasper, our Financial Editor,

which attempted to show how bankers could safely repose more confidence in the automobile industry, and how they could safely finance dealers in the purchase of cars during the months when deliveries from the factory and orders from purchasers were unbalanced. The investigation on the part of the Motor Department, conducted during the past two months, gives evidence that over one half of the leading dealers in this country have been able to note a marked improvement in the attitude of the bankers and their willingness to co-operate in financing the purchase of cars and trucks.

The average motor truck prospect is a keen business man. He is accustomed to obtaining his merchandise on a sixty or ninety day credit basis; he pays his rent on monthly installments, or meets the obligations of his mortgage semi-annually, and it is seldom that he is called upon to pay in a lump sum the price represented by the cost of a truck or the fleet of trucks necessary to conduct his delivery business. But the changed attitude on the part of bankers and many truck manufacturers is a tribute, not only to the financial soundness and business common sense of the class of men to whom the truck appeals, but it is also an indication of the reliability, serviceability and actual dollars-and-cents investment value of the modern motor truck. No longer is the driver so large a determining factor in the success of a motor truck installation. Standardization of parts, simplicity of design, "fool proof" construction, and improved materials and manufacturing methods have made the motor truck as a business vehicle a sound investment, regardless of the local conditions affecting its service.

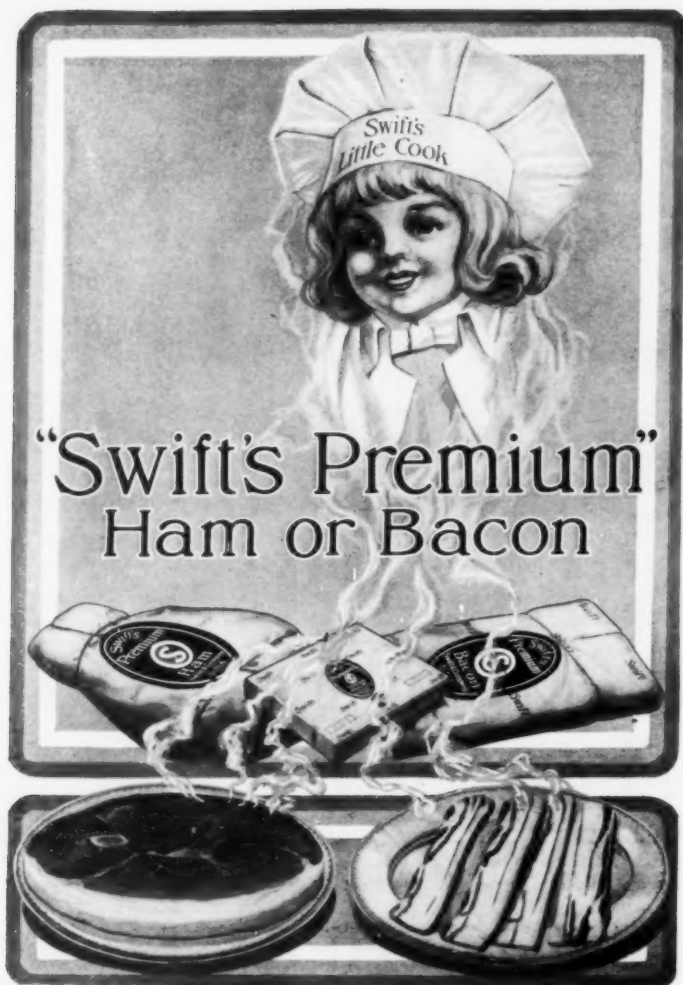
But there are many large manufacturers, who, possibly due to the strength of their organization or the richness of the field controlled by their dealers, fail to see the necessity of any plan which will make possible the sale of their trucks on the installment basis. But even the products of such concerns may be purchased by the reputable customer on the "one-third-down-balance-

(Continued on page 237)



EVERY MOMENT
A PLEASANTER
MOMENT = EVERY
MILE A SMOOTHER
STEADIER MILE =
EVERY HOUR AN HOUR
OF GREATER EASE





President Wilson's Message on Advertising

Contained in the following letter to the President of the Associated Advertising Clubs of the World

THE WHITE HOUSE WASHINGTON

October 11, 1916.

My dear Mr. Houston:

Advertising is a factor of constantly increasing power in modern business, and it very vitally affects the public in all its phases, particularly those of the dissemination of advertising have increased so remarkably in recent years. For business men, therefore, it is of the utmost importance that the highest standards should be applied to advertising as to business itself.

The country is to be congratulated on the work of the Associated Advertising Clubs to establish and enforce a code of ethics based upon common sense and stability in industrial and distributive methods, because it means good business judgment, and more than that, it indicates a fine conception of public obligation on the part of men in business, a conception which is one of the inspiring things in our outlook upon the future of national development.

Cordially and sincerely yours,

Woodrow Wilson

Approved by The Executive Committee, Chicago
Presented to the Associated Advertising Clubs of the World, Headquarters, Indianapolis

Introducing the series of essays to Advertising, by the Associated Advertising Clubs of the World, Headquarters, Indianapolis

LONGING FOR WAR'S END

BY MARTIN MARSHALL



ITALIAN SOLDIERS AND AUSTRIAN VILLAGERS

The border towns are more Italian than Austrian and the people fraternize with their conquerors.

ALL the neutral world is longing for peace and speculating on the probable duration of the war; only the belligerents go grimly on, each side determined that there shall be no peace until it has been victorious—and their experts almost unanimously say that the war will be a long one, or that it will come to a speedy end only through the submission of the enemy. As for the unexpert guessers, their opinions range all the way from Henry Ford's dictum that he would have "the boys out of the trenches by Christmas," to Rudyard Kipling's statement, seemingly made in all earnestness, that the war will go on until Germany is obliterated. If this is a true prophecy none of us now living need think of lingering to see peace in Europe.

Recently the *Frankfurter Zeitung*, in an evidently inspired article by an anonymous "expert," after showing that Germany has had all the best of the fighting to date—which is quite demonstrable—and that she now occupies much the stronger strategic position—which is open to question—declares that the war will be decided on the western front and on the soil of France. Obviously he expects it to be decided by the crushing of the Allies there.

STATISTICS AND JOKES

At about the same time a French "authority" demonstrated, by statistics entirely satisfactory to himself, that by the first of next August the Germans will be short of fighting men, and that the decline of their military power will be rapid. He very generously places the wastage of German human material at 200,000 a month. We know that the British casualties average about 30,000 a month. It is obvious that the Germans cannot have more than four times as many men in the war as has Britain; therefore 120,000 casualties a month would be a liberal estimate. Of these, according to averages pretty well established, the deaths in battle and from sickness would not be more than one-fourth, or 30,000. To this number must be added those who die of wounds or are permanently disabled. The Germans claim that of all their wounded who live to reach hospitals less than three per cent. die and of the remainder 80 per cent. are returned to active service. This would give us, in round numbers, another 20,000 a month permanently removed from military activities, or a total wastage of 50,000 a month—an appalling number to be sure, but against which 40,000 young boys reach military age each month.

The British, who of all the warring na-

tions were the last to grasp the full import of the war, are now the least given to comforting themselves with false hopes based upon the imaginary weakness of their enemies. They well know that the war has only fairly begun, and that no man can foresee the end. All history shows the improbability of any of the belligerents being forced to stop fighting by economic distress while the will to fight exists.

THE WILL TO FIGHT

How strong this will is on all sides we neutrals cannot, perhaps, realize despite all the evidence that we have. Even the men in the trenches have no thought of stopping, while clever readers of public sentiment like Lord Northcliffe in England know how far from the thoughts of the people at home are any wishes for an inconclusive peace. Lord Northcliffe declared recently that any one who attempted to talk peace in any public place in England would be mobbed. He added that the war will last a very long time.

The men in the trenches are evidently not concerned about its length. In this issue of *LESLIE'S* are some thrilling photographs made by a brave young American now in the French army, and on one of them he had penciled two of his French comrades: "Just to know them gives a man stamina and makes him ready to see this through no matter what the cost." I have before me two letters from the front recently received by the editor of *LESLIE'S*. The first is from Stanley Knowles, patriotic American, who enlisted in the British army the first month of the war. He writes, in part:

ANXIOUS TO GET BACK

"At the battle of Hooge I got gassed and while lying gassed was bayoneted in the side by a Bavarian soldier. That laid me up for six weeks, when I declared myself fit and went back to the regiment. After several minor engagements we had to go to Loos and Hulloch, and it was at the quarries of Hulloch that a coal box (a five-foot five-inch shell) hit the parapet and buried 27 of us. Four were killed and the rest more or less injured. After four weeks in the hospital at Etaples, France, I was sent to England and here I am getting on jolly fine and living like a lord. I must say that the American Red Cross and the American hospital are the best equipped in France and our American doctors and nurses are the essence of kindness and what is more are wonderfully skillful."

The other letter is from a boy in the Canadian overseas expedition, H. V.

(Continued on page 231)

In answering advertisements please mention "Leslie's Weekly"

LONGING FOR WAR'S END

(Continued from page 230)

Bealer, written to his mother in—Easton, Pa., from where he went to enlist.

"Guess I am a regular soldier now," he writes. "I have been in the very first line of trenches, only 400 yards from the Germans. It was more like a picnic than a battle, but unfortunately we had one killed. The trenches are very well made and a shell would have to drop right into one to do any damage. The bottoms are covered with boards with a drainage ditch dug beneath. Behind the trenches are the dugouts, holding four men each. They are braced with timbers and lined with close chicken-pen wire and corrugated iron roofs and are quite comfortable. We had raw bacon, tea and sugar, so we got the fires going and cooked our own meals. For breakfast we had bacon, tea, jam, butter and bread fried in bacon grease. Dinner was corned beef stew, cocoa and cheese fried. Supper was tea, cheese, bread, butter and jam."

After telling of digging trenches under fire, of midnight excursions along bullet-swept roads, of filling sand bags while shrapnel were bursting around and such small items of a soldier's daily life, Private Bealer observes: "It seems to me that any one who gets hurt in this section of the firing line is very unlucky indeed. A casualty is rare. We have had two killed and three wounded. . . . It is hard to describe my feelings. I have no fear of bullets and only a little of shells, but the trench bombs are the worst. They land in the trench and give no warning—an awful explosion is all. The gas is well taken care of; a gas helmet, two glass eyes and a rubber tube that allows air to be blown out but not drawn in, are all that is needed."

NEW YORK'S GOOD SHOWS

ATTRACTIONS TO WHICH YOU MAY
SAFELY TAKE YOUR WIFE OR SISTER

Astor	The Cohan Revue	Giant Cast in year's premier revue
Belasco	The Boomerang	1915 Comedy. Notably good company
Candler	The House of Glass	Forceful, melodramatic crook play
Casino	The Blue Paradise	Tuneful Viennese operetta
Cohan's	Cock o' the Walk	Otis Skinner in a clever English satire of the theatre, by Henry Arthur Jones
Comedy	Hobson's Choice	Irresistible comedy of English life
Cort	Any House	A new realistic play
Criterion	Shakespeare	With Viola Allen and James K. Hackett
Eltinge	Fair and Warmer	A laugh from beginning to end
Empire	The Little Minister	Maud Adams in one of her greatest hits
Fulton	Moonlight Mary	Rose Stahl in new Hobart comedy
Gaiety	Erstwhile Susan	Mrs. Fiske in a delightful American comedy
Garden	The Weavers	With Emanuel Reicher
Harris	Hit-the-Trail Holiday	One of the season's greatest successes
Hippodrome	Hip-Hip Hooray	Biggest variety show in the world
Hudson	The Cinderella Man	Charming little play of Let's-Pretend Land
Irving Place	German stock company	Deutsches Theater
Kaicker-bocker	High-class moving pictures	
Liberty	Sybil	Three-star cast in the funniest musical play in New York
Longacre	The Great Lover	Leo Dittichstein in romantic comedy
Lyceum	Our Mrs. McChesney	Ethel Barrymore in breezy comedy
Lytic	Abe and Mawruss	Laughable sequel to Potash & Perlmutter
Maxine Elliott's	The Pride of Race	Robert Hilliard in a sensational but strong drama
New Amsterdam	Margaret Schiller	Elsie Ferguson in Hall Caine's latest play
Palace Playhouse	First-class variety	Grace George in new Shavian drama
Princess	Major Barbara	Scintillating musical comedy
Punch & Judy	Treasure Island	Splendid production capably acted
Republic	Common Clay	Harvard prize drama
Shubert	Alone at Last	Viennese operetta
Vitagraph	First-class motion pictures	
39th Street	The Unchastened Woman	Comedy of modern domestic scandals
44th Street	Katinka	New musical play by the composers of "High Jinks"
48th Street	Just a Woman	Tense drama of life in the abstract

THE MULTIGRAPH



Setting up a form on the Comotype, the composing half of the Multigraph. Type is set on a drum which is then put into the Multigraph for printing. The average operator requires little time to become proficient.

"I Didn't Suppose It Was So Easy"

"When the boss told me he had ordered a Multigraph for producing form letters and a few of our printing jobs, I said to myself, 'Here's where I have to learn the printing business.' But I was wrong.

"After a little practice each day for a week or two, I could set up a letter, make corrections in proof, and run off a thousand copies in less than two hours.

"Printing was almost as easy. I used the regular Multigraph type for most of our office forms and some advertising matter. If the work was on folders, circulars or mailing cards with line cuts and different type faces, we had curved electrotypes made, fastened them on the drum of the Multigraph and produced any color with the Printing Ink Attachment.*

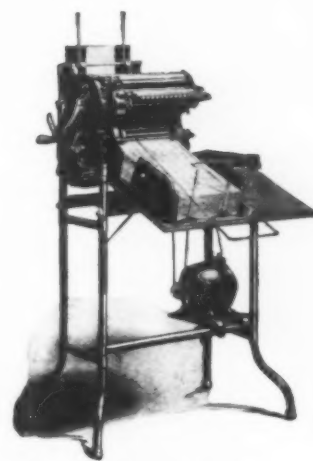
"At the end of the first month the boss compared my work with some of our stock printed stuff. When he figured out the saving in cost, he smiled all over his face.

"Then he said, 'I only paid 20% down for that machine, with easy monthly payments thereafter. Do you realize that you're saving more than enough to meet every installment before it's due? I wish every investment would produce at such a rate!'"

You'll Find It Pays, Too

The Multigraph fits practically every kind and size of business. Equipments range from \$200 to \$715 or over, according to your needs. Fill out the coupon and make us show you.

*A wide variety of faces of hand-set type, borders, rules, etc., are now used on the Multigraph for some work and take the place of electrotypes.



Multigraph Senior

A complete equipment, electrically driven, for producing high grade form typewriting and office printing, in less time and at lower cost. Price of model illustrated \$665. Other models at lower cost.

THE WAY TO OPPORTUNITY

MULTIGRAPH, 1813 E. 40th St., Cleveland

I shall be glad to see one of your representatives and get full information regarding the Multigraph and its possible application to my business.

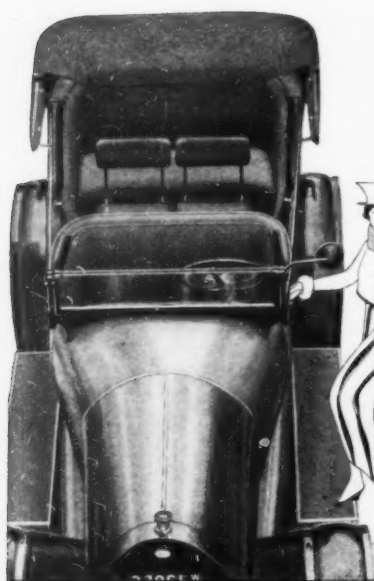
Name.....

Official Position.....

Firm.....

Street Address.....

Town..... State.....



Seat Cover Prices Reduced 25% to 50%

Globe Seat Covers cost 25% to 50% less than most other makes. Now add distinction, smartness and comfort to your car and save the upholstery.

\$60 Seat Covers Now \$30

—\$32 covers for Overlands; \$16: \$30 covers for Buicks; \$15; \$40 covers for Hudsons \$20—a few examples of Globe low prices. Compare them with highest priced makes and note the Globe perfect fit and quality.

We sell direct, thus you save middlemen's profit. We buy material in tremendous lots, secure the lowest prices and give you the benefit. Globe Seat Covers are guaranteed to fit perfectly.

Beauty—Luxury—Comfort

Every car should have them to save the upholstery, to hide worn, unsightly leather and to protect the clothes against soiling. They are easily cleaned—easily attached.

Write for Samples

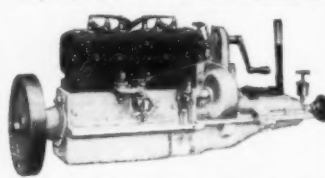
Send name, model and year of car for 15 fabric, our low prices and free Seat Cover Book. We send Globe Seat Covers on approval—you pay only if satisfied.

GLOBE SEAT COVER CO.,

34 Hamilton Ave. Racine, Wis.
World's Largest Exclusive Seat Cover Mfrs.

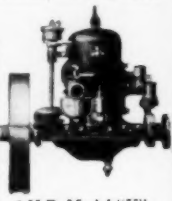
GRAY BOATS and MOTORS

Again for 1916, over one hundred leading Boat Builders, in various parts of the United States, have joined with the Gray Motor Company in issuing a catalogue of *Specialized Boats*, the purpose being to assist prospective boat buyers to find just the boat they want, at the price they want to pay. As a rule each boat builder has a specialty. In this catalogue, we have endeavored to gather together these specialties. They comprise everything, almost, in the boat line, from a 16-ft. out-board motor boat to a cruiser.



4 cyl. 20-24 H.P. 4 cycle Model "D" power, oil-tight motors, backed by a responsible and long established concern with agencies all over the world.

Write for this Catalogue today, also for the 1916 Catalogue of Gray Motors, showing the two new Model "D Jr." engines, 4 cycle, 5-6 H.P. and 10-12 H.P. A complete line of two and four cycles ranging from 3 H.P. to 50 H.P., embodying all the latest developments in engineering practice—self-starting, high—



3 H.P. Model "U"

GRAY MOTOR COMPANY, 264 Gray Motor Building, DETROIT, MICH.



OUR NATIONAL DEFENSE

BY HON. WILLIAM M. CALDER

PREPARING a nation for war in time of peace is a duty that every country owes to itself. Such preparation does not mean that a nation seeks war. It is simply a form of insuring national integrity, with the additional merit of promoting a spirit of patriotism and love of country. A country that is worth living in is worth defending and maintaining. We have learned from the great war in Europe what preparedness means. It was preparedness of the army that enabled Germany to make great initial gains of territory. It was similar preparedness on the part of France and Belgium that checked the German offensive when it was almost at the gates of the French capital. It was the preparedness and superiority of the English navy



HON. WILLIAM M. CALDER
Former Congressman and for many years a member of the House Committee on Fortifications

that saved the seaports of France from her enemy, without which it seems certain that the initially more powerful military machine of Germany would have swept through the French republic. It was and still is the preparedness of the English navy that has saved the British islands from invasion by a foe which, in the beginning, was capable of putting twenty trained soldiers into the field to England's one.

Such preparedness in Europe, although the war still rages and may continue for several years, has served to preserve the integrity of the fighting nations, save in cases where no amount of preparedness could humanly prevail against an infinitely larger and equally prepared foe.

The United States is one of the greatest nations in the world. Preparation against war in proportion to its vast resources of men and material would mean that no country in the whole world could conquer this republic. To-day the country is not prepared. The entire army within continental United States numbers about \$5,000 men. The navy ranks fourth in tonnage among the great fleets of the world.

THE NAVY COMES FIRST

It is always to be assumed, because of the fortunate isolation of this country from powerful enemies, that the navy will constitute the first line of defense. The United States navy to-day is not large enough to successfully withstand the navies of either England or Germany. It would be about on a par with that of France, if we assume, as we must, that great modern navies are practically identical in point of effectiveness, when rated ship for ship. There may be slight superiorities here and there with regard to special types of ships; but, generally speaking, modern war vessels of whatever nation are very much alike and are of approximately equal power.

Therefore, the navy must be made larger. How much larger, is a matter for experts. Certainly, the program now

(Continued on page 235)

GREAT BEAR SPRING WATER
(See the case of 6 glass stoppered bottles—Advt.)



Music Lessons Sent Free

You too, can now quickly and easily satisfy your musical ambitions—learn to sing or play your favorite instrument, whether for pleasure, social prestige or to teach music, by our wonderful home study lessons under great American and European teachers. The lessons are a marvel of simplicity and completeness, endorsed by Paderewski and other great authorities.

Any Instrument or Voice

Write us the course you are interested in, age, how long you have taken lessons if at all, etc., and we will send you six lessons, free and prepaid, any of the following Complete Courses: Lessons in PIANO (students' or teachers' courses) by the great Wm. H. Sherwood, HARMONY by Dr. Protheroe and Rosenbecker, PIPE ORGAN by Clarence Eddy, VOICE COURSE (with aid of Phonograph) by Crampton, PUBLIC SCHOOL MUSIC, by Frances E. Clark, VIOLIN, CORNET, MANDOLIN, GUITAR, BANJO, REED ORGAN, CHORAL CONDUCTING, by equally eminent teachers.

This offer is Free—we do not ask you to pay one cent for the six lessons, either now or later. We want to prove in this remarkable way what fine lessons they are—SEEKING IS BELIEVING. This offer is limited, so write today. A few Special Introductory Scholarships now being awarded by our Faculty. Full particulars sent along with free lessons. Send no money.

SIEGEL-MYERS SCHOOL OF MUSIC,
CLARENCE EDDY, Dean
1321 Siegel-Myers Building, CHICAGO, ILL.



A LESSON IN CAUTION

He was a veteran woodsman. In his belt just in front of his right thigh he carried a large hunting knife in a leather sheath. Evidently he had left the trail and sat down upon a log to rest; as he did so the knife penetrated the large artery (femoral) in the thigh and he bled to death in three minutes. His body was found in this position a month later.

There's a lesson in caution for all campers to be learned from this sad experience. No matter how woods wise we are there is always an opportunity to learn more.

THE CAMPER'S LIBRARY

Has been carefully selected from a list of several hundred titles for this very purpose. There are seven books, each complete, each written by an expert. Each fits the pocket for ready reference or the bookshelf for future consultation.

The Titles Are:

- | | |
|--|---|
| Camp Cookery
By HORACE KEPHART | Backwoods Surgery and Medicine
By DR. C. S. MOODY |
| Packing and Portaging
By DILLON WALLACE | Winter Camping
By W. A. CARPENTER |
| Tracks and Tracking
By JOSEF BRUNNER | Taxidermy
By LEON I. PRAT |
| The Canoe, its selection, care and use
By ROBERT PINKERTON | |

There is a wonderful fund of information in this library for the beginner and expert alike.

SEND NO MONEY

This offer, which also includes a year's subscription to OUTING, is subject to your approval. If you are not satisfied return the books at our expense.

SIMPLY MAIL THE COUPON BELOW



OUTING PUBLISHING CO.,

L. W. 3

141 West 36th Street, New York.

Send me prepaid on approval your **Camper's Own Library** of 7 volumes uniformly bound in green cloth, also the **Outing** magazine for twelve months. If I keep the books I will remit \$1.00 a month for 7 months for the books and magazine. Otherwise, I will return the books within ten days at your expense and my subscription to **Outing** will be cancelled. If it is more convenient to pay in one amount, you may remit \$6.00.

Name.....

Address.....

In answering advertisements please mention "Leslie's Weekly"



Friend: My new sewing machine is all clogged up and works awfully hard.

Housewife: You should use 3-in-One to oil your machine. 3-in-One never gums or collects dust to clog up the delicate bearings. And besides, you can use 3-in-One for lots of other articles too. I use it on locks, clocks, father's swivel chair, baby's go-cart, the ice-cream freezer, the—

Friend: Wait a minute. Don't go so fast. I didn't know 3-in-One Oil had so many uses.

Housewife: My, yes! Why, I haven't mentioned nearly all of them. You ought to see the way 3-in-One cleans and polishes my furniture, my mirrors, windows and hardwood floors. What's more, I make my own dustless dusting cloths and polish mops and they cost me practically nothing.

Friend: You do?

Housewife: Yes, and even that isn't all. For instance, do your bath-room fixtures and steel knives and different things get rusty in the damp weather?

Friend: They surely do.

Housewife: Mine don't. I just rub them lightly with 3-in-One every once in a while.

Friend: Stop! Where did you learn about all these things you can do with 3-in-One, and how can I learn too?

Housewife: That's easy. Just write to the Three-in-One Oil Company and ask them for a 3-in-One Dictionary. They will send it by return mail and they will also send you a generous sample of 3-in-One Oil along with the Dictionary.

Friend: I'll do it right this minute. Good bye, and thank you a thousand times for telling me all this.

FREE

Everyone should have our Dictionary of Uses and the generous sample of 3-in-One. Write for them today. A postal will do. 3-in-One is sold in hardware, drug, grocery, house-furnishing and general stores. 1oz., 10c; 3oz., 25c; 8 oz. (½ pint) 50c. Also in patent Handy Oil Cans, 3½ oz., 25c.

If your dealer doesn't carry these cans, we will send one by parcel post, full of 3-in-One, for 30c.

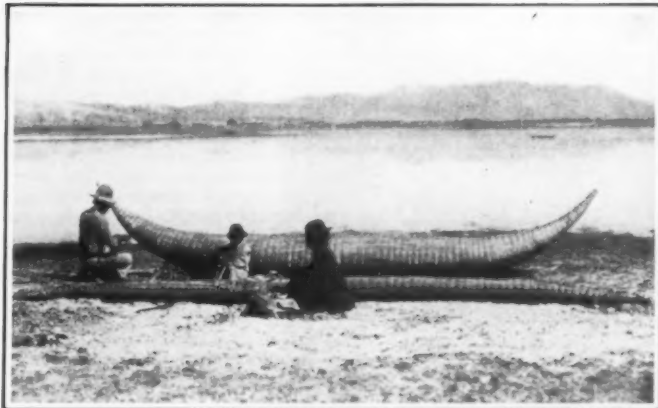


THREE-IN-ONE OIL COMPANY
42 C.E. Broadway New York

3-IN-ONE

LESLIE'S EXPORT PROMOTION BUREAU

EDITED BY W. E. AUGHINBAUGH



BOAT MAKERS OF BOLIVIA

They are fashioning the queer craft of straw in which they navigate Lake Titicaca, the highest body of water in the world.

I HAVE had so many persons write me regarding the opportunities abroad for those familiar with various trades that I feel it timely to state emphatically that Latin America and the Far East are not to be recommended to skilled workmen. The opportunities that they afford to Americans are largely those of trade, for which capital is required. As I have pointed out in previous articles, some good openings exist for professional men, but those who work with their hands, no matter how skilled they may be, can do better at home than abroad. Under no circumstances should any one go to Latin-America in search of a job. Have the job located in advance or stay at home. South America is full of human wrecks who were lured there by false hopes of easy wealth. To be more specific, let me refer to conditions overseas in some of the better-known trades.

PRINTERS. With the exception of the few English papers published in Cuba, Porto Rico, Panama, Buenos Aires, Bombay, Calcutta, Hong Kong, Singapore and some other localities, there is absolutely no chance for printers to secure employment. Most of these periodicals take out men on contracts. The printers of the Far East and Buenos Aires are chiefly from England, while those on English papers in Panama, Havana, and San Juan, Porto Rico, are Americans. There are no unions and the hours of labor are longer than in the States. Most all of the papers in the cities referred to have typesetting machines. Job printing is not the artistic trade that it is in the United States.

PRESSMEN. The remarks relating to printers hold true in this trade also. The big manifold color presses, such as we see in the larger cities of the States, are few in foreign lands. Editions are comparatively small and the presses of the simplest kind. Native boys act as feeders at small wages.

LITHOGRAPHERS and Engravers. In Latin-America the journeymen of these two trades are chiefly recruited from Europeans, Germans being more numerous. The work done is very good indeed, and the men are brought out from home on a contract for a term of years. In the Far East Englishmen control this line of business.

RAILWAY EMPLOYEES. In Guatemala, Mexico, Costa Rica, Panama, Ecuador and Peru are to be found railways operated by American capital, and as a consequence most of the employees are Americans. Many of the operatives obtain their positions before leaving home, but due to various causes men drop out and the local manager is frequently in position to give employment to competent men who happen

to be on the ground. This business has developed a distinct species of individual known as a "tropical tramp," who works for a time on one road, and then goes on to the next. The pay of engineers and conductors is generally higher than in the States, the hours of labor longer, and they are often provided quarters at the expense of the company. Firemen and brakemen are natives, and the pay is small. In the Argentine, Brazil, Venezuela and Colombia, as well as the Far East, English capital having built most of the railways demands that all good positions be held by British subjects.

TELEGRAPHERS. Positions of this kind are chiefly held by natives and the smallness of the compensation warrants me in saying that this field of employment will always be dominated by them.

MACHINISTS. All the large railways in foreign lands bring out machinists and metal workers from the home countries. There are also many dry docks and engineering plants which secure their help in the same manner. Assistants in this branch are readily obtained among the natives and their wages are very small.

BRICKLAYERS. There is absolutely no chance for members of this trade anywhere in Latin-America or the Orient.

CARPENTERS and Cabinet Makers. This work is entirely in the hands of the native and the smallness of the wages prohibits Americans from considering entering this field.

TAILORS. In the larger cities of Latin America, such as Rio de Janeiro, Buenos Aires, Havana, Santiago and Mexico City, American style clothes are highly thought of and if a good man with from \$2,000 to \$5,000 capital would open a custom tailor shop, and properly conduct it, I am positive that success would attend him. Many times I have had wealthy natives suggest to me the advisability of such a venture. American ready-made clothes are also much in demand throughout Latin-America and I know several large firms of manufacturing clothiers who are doing a good business in this line in these countries. In this way they have prepared the public for American style clothes. This really offers one of the best opportunities I know of.

In the Orient, with the exception of the Philippines and Hawaii, there would be no opening for the American custom tailor. This territory is occupied by the English tailor or the Chinaman who makes clothes cheaply and fairly well. Australia would afford a good field for American ready-made clothes as well as for the American custom tailor.



Health and Joy In Childhood

are based largely on the food the children eat.

Generally it's the sturdy boys and girls that take the lead in play as they do later in the sterner affairs of life as men and women.

Chief among food faults which cause many a youngster to lack vim and energy is deficiency of mineral salts in the daily diet.

A growing child needs iron for the blood; calcium for the bones; phosphate of potash for brain, nerves and muscle.

Nearly twenty years ago a food—now famous—was originated to supply these needed elements.

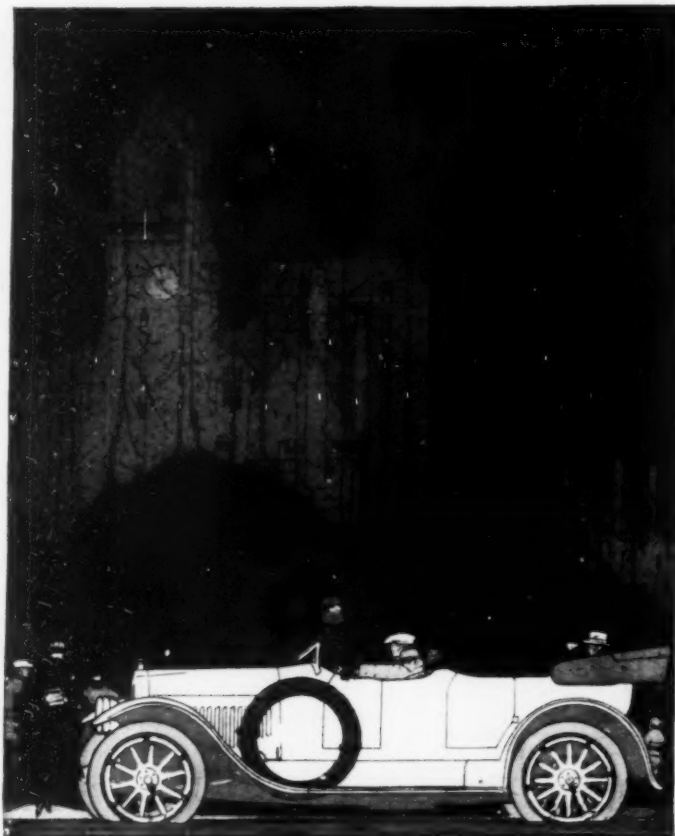
That food is

Grape-Nuts

Made from Nature's food-grains—whole wheat and malted barley—it abounds in the rich nutrition essential to building husky little folks.

Grape-Nuts and cream or good milk is delicious—a daily custom in thousands of homes where health is valued and children are growing into sturdy, successful men and women.

"There's a Reason"



The
White
4-45 touring

The difference between the best medium grade motor car and a White can not be put into words. It is a matter of sensible impression and actual experience; the difference between a substantial piece of furniture produced in quantities at a price and the deftly fashioned product of a craftsman unhampered by limitations. The style and quality of a White is immediately apparent to even the casual observer, and it grows more marked with years of use.

The White Company
Cleveland, Ohio

MILLIONAIRES MADE BY WAR

(Continued from page 220)

and was running it into debt so fast that you could smell the heat, when the prices began to go up. He let his ore stack up for a while and then one day sold off 6,850 tons all in one lump. When ore is \$100 a ton you can see that it doesn't take long to pay the mortgage off the old home place. Bill's making \$25,000 a month now.

Then take G. L. Cole. Before the war boom came on he was sitting up nights with two wheezy mills that looked as if they'd never see warm weather again. He had to take his wife's egg money to pay off Saturday night, but the war came on and his mines began to take the long, regular inhalations of cross country athletes. Since January, 1915, he has salted away just a trifle better than \$125,000.

You can go right on down this line, friend. Pick 'em out and I'll tell you about 'em. Who's that with the round face and red complexion? That's Tom Coyne. Why, I used to know him when he was clerking in the post office. He saved up his money—a fellow who does that gets ahead sooner or later—and borrowed some more and in August, 1915, invested \$60,000 in a mining proposition. He ran on to some good sheet ground and is now making \$10,000 a week. Mind you, a week. The "Tom C."—that's what he calls it—pays for itself every six weeks.

MAN WITH THE WALNUT HOUSE

There, did you see that fellow whizzing by! That was John C. Guinn. He's got it all right—made every dollar of it here, too. Came here from Georgia and bought 640 acres of land at \$3.75 an acre. Well, he was stringhalting along until 14 years ago when they discovered ore on his land. Will you believe it, his fortune doubled three times

before morning. He built him a house out in the country and calls it after his old State—Georgia City. He says there ain't a person in Boston as has a house like his—all walnut. The war's made that man and he's worth—let me think a minute, I want to play safe—three million dollars.

So the names could be multiplied. It's one of the many astounding details of the present war that a settlement of men, away off in the central part of the United States, who have never seen an artillery piece, should suddenly become rich by the booming of 42-centimetre guns 5,000 miles away. Seven hundred and fifty men in and around Joplin have been made, financially, since von Kluck swept across Belgium. To say nothing of the doubled prosperity that has come to the thousands and thousands of day laborers—the men who go down in the ground with the acetylene lamps on their hats. Nor of the smelter men across the line in Pittsburg, Kansas, who with their Aladdin ovens metamorphose "jack" into spelter—the bright 48 pound plates that go racing across the ocean to be melted with copper to make the shrieking shells.

What a change a few years make! How astonished the nameless barefooted native, who had to talk so long and hard to trade his discovery for a house pattern, would be could he come back, a prairie Rip Van Winkle, to see the mill chimneys spouting their black smoke, spouting it day and night, never ceasing, never stopping, and to see the hundreds of rubber-shod miners pouring out of the ground at shift hour—how astonished he would be to see all this and to know that on these very prairies, with corn growing above and air drills crashing below, might depend the victory of a world war!

STILL SMASHING

THE lack of consideration shown by public officials for the interests of that great industry, the railroads, is typified in a recent decision by the Railroad Commission of California. That organization has ordered the Atchison, Topeka & Santa Fe Railroad to rebuild and put in operation a bit of line running from Temecula, Riverside County, to Fallbrook, San Diego County, through the Temecula Canyon.

The evidence showed that the canyon road was twice destroyed by tremendous floods and was thereafter abandoned as profitless and impracticable, and that the railroad commission of 1896 refused to order it rebuilt. The Santa Fe engineers estimated that it would cost over \$600,000 to carry out the commissioners' requirements, with no certainty that disaster would not again befall the road. As an alternative to the reconstruction of the disused section, the present Commission gave the railroad the privilege of building a new and costlier branch, the outlay for this being estimated at \$823,000. Neither of these projects is covered by the charter of the company, for the Temecula Canyon line came to it by purchase, but in its opinion the Commission makes the revolutionary assertion that it has power to order a railroad to construct extensions, even if these are not provided for in the charter.

As the latter, the railroad's only title to existence, carefully defines the road's rights and privileges, it will be seen that the Commission assumed the prerogative of modifying the law to suit its own ideas. On that principle there is no limit to the burdens which might be imposed by public officials on a corporation. Any chartered company authorized to do business within the bounds of a certain municipality might be forced to extend its operations into utterly unprofitable territory. The animus of the Commission is revealed in its cynical statement that the Santa Fe is rich and can

build the road without crippling its resources—a socialistic and sinister view of public officials who are presumed to be impartial. If the statute creating the Commission really lodges in its hands the autocratic authority claimed, it cannot too soon be amended.

DRAWING THE LINE

"HERE, here, Gents!" admonished the landlord of the Petunia tavern, addressing the prominent citizens assembled around the stove. "You'll have to cut that out! I don't mind a little war talk occasionally, but I draw the line at peace discussions—they break up the furniture so."

—Judge.

WAR DOGS OF THE SEA

The bulldog battleships are chained
At anchor, kenneled in the bay;
The swift, sleek cruisers doze and dream,
Lank, supple-sinewed, graceful, gray;
The restless beagle gunboats go
From point to point and sniff the sea;
Torpedo boats lie long and low—
The watchdogs of our liberty!

The wireless purrs approaching doom!
The pack awakes. The beagles leap.
The slender cruisers race the gloom;
The bulldogs plunge along the deep;
The mastiff dreadnaughts breast the wind.
The scent is caught. The quarry flees.
The ranging dogs in hot pursuit,
In eager anger, hunt the seas.

Their searchlight eyes descry the game.
Their savage voices tear the night.
A froth of fury flecks the main—
The pathway of the running fight!
The baying thunder of the guns,
The tangled growls, the brutal bark
Of all the dogs of war are heard
Across the distance and the dark!

The panting pack limps home at last
Along a star-filled, silent sea,
Their huge hearts throbbing proudly past,
Their wet flanks grim with victory!
The carcasses of mangled prey
Are stripped and ghastly, flung afar.
A great flag stiffens in the wind,
Defended by the dogs of war!

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Rate \$2.00 a line—minimum four lines.

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OUR NATIONAL DEFENSE

(Continued from page 232)

put forward by the administration seems to represent a minimum of naval preparedness. We should not do less; we may be compelled to do more. And in building this enlarged fleet the United States must promptly make the necessary provision for caring for it, else it will become a useless thing. There must be more drydocks, more efficiently equipped navy yards—and fewer navy yards. We are scattering our resources to-day among eleven navy yards within our home borders, of which several are obsolete. England has six yards for her infinitely greater navy. Germany has three. France has five. We have nearly as many as these three great naval powers combined.

The second line of defense of the United States must be the army. It will come into action in case the navy should fail to check the invasion of an enemy. It is wholly unlikely that any army raised in this country, however large, would be sent on an errand of invasion against a great foe. It will be primarily and almost exclusively an instrument to be employed on home ground. Most military experts think such an army, with its trained reserves, should number half a million men. Forces of that magnitude, fully equipped, could be set upon our shore by more than one possible foe, if our navy should fail us. It is merely common sense that we should be prepared to combat such forces. It is a national duty. Certainly, there should be an immediate increase of the regular army to 150,000 men, with provision for training reserves. Whether we must rely on the proposed Continental army or on a development of the National Guard for trained reserves is a matter to be worked out by experts.

TRAINING FOR ALL

The military system of Switzerland is regarded by many as an ideal one for a nation which is not military in spirit or purpose. It makes a soldier of every Swiss, but it does not make for war. Switzerland, on all sides surrounded by war, is at peace. Perhaps this country is not yet educated in preparedness to the point where it will accept the Swiss system; yet it has many fine features. It would give to the United States at least 5,000,000 trained men.

Europe has taught us the lesson of training and maneuvering men in large masses. We know nothing of this in the United States. Our army, the mobile force, is located in forty-nine posts, widely scattered, some capable of accommodating but a few companies of infantry, or a troop or so of cavalry. Most of these posts are obsolete. Many were established in the days of Indian warfare, which has ceased in this country. They are expensive to maintain. But their worst feature is that they make for the scattering of the army into small units, so that nowhere may a considerable force be quartered for training on a scale that modern warfare demands. We must do away with a lot of the old army posts. We must assemble our new and greater army on a scientific basis, train it with a view to large operations, equip it on a scale that would enable it to withstand invasions of possible enemies, infinitely more advanced in these respects than ourselves.

I know what it means to advocate the abolition of useless navy yards and army posts. It means determined local opposition from every quarter. But in putting this nation in a position to defend its territorial integrity, we cannot permit either local or political differences to stand in our path. If sacrifices are necessary, they must be made. Much of the old system will have to be torn down. There must be reorganization along modern lines. The mere building of more ships and the raising of more men will not suffice. That is but a part of national preparedness. We must plan to care for our navy and our army as the lessons of the European war dictate, or they will be cumbersome and in many respects helpless.

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In a recent address bearing upon the importance of a more intimate knowledge of cost accounting in business, Edward N. Hurley, Vice-Chairman of the Federal Trade Commission, said:

"The astonishing thing is that of the 250,000 business corporations in this country, over 100,000 have no net income whatever. In addition 90,000 make less than \$5000 a year, while only 60,000 remaining, the more successful ones, make \$5000 a year and over."

As long as the figure facts lie buried in your records, they throw no light upon the problem of successful business management.

Turn on the spotlight and see what it is costing to make, handle and distribute your goods.

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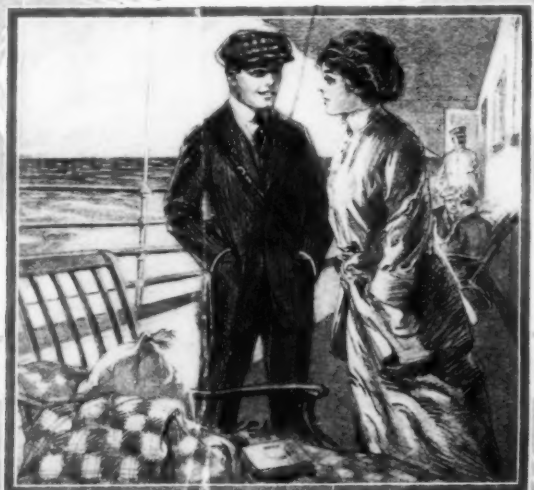
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OPEN UP ALASKA'S RICHES

BY THOMAS F. LOGAN

JUST as one swallow does not make a summer so one Government railroad cannot make Alaska. The new government railroad covers a distance approximately the same as from Baltimore to Pittsburgh, while Alaska is as large as the combined area of Minnesota, Wisconsin, Iowa, Illinois, Missouri, Kansas, Nebraska and South Dakota. In a territory whose commerce in one year approximates \$73,000,000 it might be expected that the United States government would take a definite interest in developing the resources and improving the transportation facilities.

One of the greatest needs of Alaska is for improved roads and trails. Owing to the energy and initiative of Colonel W. P. Richardson, head of the Board of Road Commissioners for Alaska, there have been constructed in Alaska up to 1915, 901 miles of wagon road, 577 miles of winter sled road, and 2,216 miles of trail, at an average cost of \$3,000 per mile for wagon road, \$325 for winter sled road, and \$100 or less, for trails. Although the Board has been operating for ten years under an Act of Congress approved in January, 1905, it has had available for the pioneer work of building roads the sum of only \$1,489,413.83 from what is known as the "Alaska Fund" and \$1,600,000 of special appropriations by Congress for "military and post roads, bridges and trails." Motor trucks and passenger cars are now found in considerable number in Alaska. It is inevitable that with a population of 70,000, the great commerce of the territory representing about \$910 for each man, woman and child, Alaska should be thriving and seeking better means of transportation.



PATHLESS WASTES OF ALASKA

Constructors dragging a land cable over Thompson Pass. What Alaska needs more than anything else is roads, not railroads only, but wagon roads and trails reaching into the rich but rugged country where the territory's wealth awaits development.

"Our board specifically disavows any intent to set forth views in opposition or discouragement to railroad construction in the territory under proper limitations, but after several years of careful observation and study of the land transportation conditions and of the natural inducements to development and to settlement which exist, is convinced that no rapid or general development will follow the construction of trunk lines of railroad to the interior unless preceded or accompanied by the construction of numerous wagon roads and trails as feeders."

PIONEER WORK FINISHED

The report of 1914 reasserted this view and made the following comment upon the Board's work and upon the work of the army in general in Alaska:

"It may be said by way of comparison that the strictly pioneer work of road and trail construction has been done. The conditions are well understood, abundant data is in the hands of the board as to the requirements and best methods of construction, and in connection with the construction of the railroads the work will progress more along the lines of permanent development and commercial benefit."

It is clear that there should be coordination between present railroad construction and the wagon road and trail work in order that the best results may be accomplished. Alaska, as the one great section of the country where pioneers may still fulfill their destiny, should appeal to the imagination of the American people, but Congress has limited the appropriation for road building to a sum that would hardly build adequate roads for a county in the States. The money in the Alaska fund has never been sufficient for the construction of the necessary new roads and trails. The special appropriations of Congress under the head of "military and post roads, bridges and trails" have been so meagre as to be insignificant. Since the government is profiting so much from Alaska the least that Congress should do is to adopt a more generous attitude and furnish the money needed by the Board of Road Commissioners for the highways and trails that are urgently needed for the development of resources.

HALF A BILLION OF REVENUE

Revenues collected from Alaska in the past 47 years show a profit to the United States Government of practically \$509,000,000, yet the Government has spent only \$24,000,000 in improving Alaska, whose area is equal to one-fifth of the United States. In 1914 Alaska produced gold to the value of \$15,764,259. California, with a population 37 times as great produced only \$21,447,800 worth. Alaska produces one-third as much copper as Montana. The coal fields of Alaska are of greater area than those of Pennsylvania. Alaska is producing tin, gypsum, lead, silver, fish and furs of fabulous value, and yet the Government restricts the appropriations even for such necessities as roads and trails.

It was pointed out in the report of the Board of Road Commissioners for Alaska for 1915 that there is a clear value for wagon roads as an adjunct to the new railroad construction, as well as for the development of other sections of the territory. In this report a graphic picture is given of the conditions in Alaska which make prepared roads absolutely essential to the development of the territory. Prior to the existence of the Board of Road Commissioners travel was mostly confined to the open waterways in summer and to their frozen courses in winter. The report states that it is largely due to these conditions that Alaska has so long remained an undeveloped and almost unknown country.

The Board estimated in 1913 that a comprehensive system of roads, forming a foundation for future development, could be built at a cost of \$7,250,000, which expenditure should be extended over a period of ten years; and further stated that:

No. 1 It's a Shame
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Cards, circulars, book, paper, Presses, Larger \$18, Rotary \$20, Savemoney, Print for others, big profit. All easy, no cost. Write factory for catalog of presses, TYPE, cards, samples. The Press Co., Madison, Conn.

MOTORISTS' COLUMN

(Continued from page 228)

in-one-year-basis," for several financially strong companies have been formed especially to finance the sale of trucks on this basis through the dealer, so that neither he nor the manufacturer will be subjected to the annoying details of investigation, collection, and other phases of any well-regulated partial payment system.

While this trend is most pronounced in the truck field, signs are apparent that the manufacturers of pleasure cars are paying marked attention to this phase of the disposal of their product. The Motor Department of LESLIE'S has accumulated a large amount of data on the subject of the partial-payment sale, both of trucks and pleasure cars by manufacturers and by financing companies, and this material will be used as the basis for several important articles to be published in forthcoming issues of LESLIE'S. All signs point to 1916 as being the first year of an era of unparalleled activity in the truck field.

QUESTIONS OF GENERAL INTEREST

REMOVING CARBON FROM ALUMINUM PISTONS

B. N. N.: "I have seen it stated in some magazine that carbon should not be burned from the aluminum pistons, owing to the effect of the heat on this material."

A prominent manufacturer of aluminum pistons brands this theory as absurd. Although the heat generated by the combustion of the carbon is intense, it is small in volume and is not of sufficient duration to injure a well made aluminum piston in any manner.

LIFE OF A HEADLIGHT

B. T. D.: "I have had varying success with the bulbs from my headlights, some burning out oftener than others. Is this trouble due to the vibration of the car, or is it due to the use of the lights at night?"

The vibration of the motor and road does not affect the filament of the lamps when new. Continued use of the lamps, however, will soon cause the filament to become brittle, in which case it is more susceptible to road and engine vibration. Therefore, a well worn bulb may seemingly become "burned out" even when not in active use.

SOURCE OF GASOLINE IN OIL

P. K. W.: "I understand that some of the oil manufacturers claim that the oil in the crankcase of the average car contains a considerable proportion of gasoline. How can this reach the crankcase before it is burned in the cylinders?"

When low grades of gasoline are drawn into the cylinders, especially if the mixture is a rich one, a certain proportion may be condensed on the cylinder wall, and work past any poor fitting piston rings. This accumulation of drops will gradually work its way to the crankcase, where it will unite with the oil and interfere considerably with the lubricating qualities of the latter.

BULB COVERS FOR DIMMING HEADLIGHTS

D. F. E.: "Is there any merit in the various types of bulb covers and lens shades which are now on the market and which are supposed to reduce the glare of a bright headlight?"

Some of these devices are exceedingly effective if used under the proper conditions. None of them, however, will operate properly if the electric bulb is not focused correctly in the first place. To apply the shade to the bulb, the latter should be so placed in relation to the center of the reflector that the beam of light thrown forward is well concentrated, with a minimum amount of light shed at a sharp angle.

COST OF MOTORCYCLE FUEL

C. O. M.: "I have been intending to purchase a motorcycle, but the increase in the price of gasoline has deterred me. Can you give me an idea of how much more the operating cost of a motorcycle will be under these conditions?"

Assuming that the price of gasoline in your vicinity has doubled during the past six months, naturally the fuel cost of a motorcycle would double also. But have

(Continued on page 241)



Conservatism

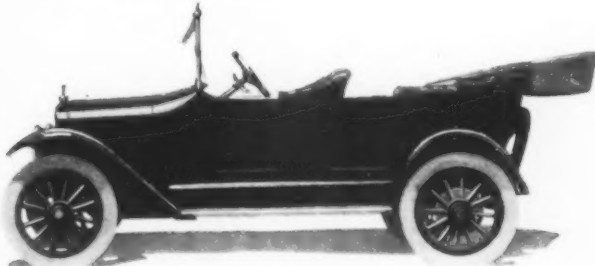
HIGH-SOUNDING and extravagant phrases, as applied to motor cars, are all too common. Thus their force is lost, and they convey no thought other than the impotence of the user.

Unfortunately, too, generalities are often resorted to in the absence of significant facts and convincing evidence.

For every effect there is a cause. The prestige and favor acquired by Maxwell Motor Cars are due to tangible and commanding reasons.

The comeliness of design, the solidity of structure, the economy in upkeep and operation, the ease and comfort in driving and lastly the innate integrity of the whole (exemplified by the World's Motor No-Stop Mileage Record, recently established by one of our stock touring cars)—these are the powerful contributing factors to Maxwell eminence.

Maxwell Motor Car Owners are people who recognize the wisdom of economy. They expect surpassing service and everything that such service implies. They pay tribute to Value and Worthiness whether in man or car.



One Chassis, Five Body Styles

Two-Passenger Roadster	\$635
Five-Passenger Touring Car	655
Touring Car (with All Weather Top)	755
Two-Passenger Cabriolet	865
Six-Passenger Town Car	915

Full equipment, including Electric Starter and Lights. All prices F. O. B. Detroit.

Maxwell

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\$75,000,000

In Dividends During 1916

¶ This is the approximate amount of cash that will be paid to Standard Oil stockholders in 1916, being exclusive of stock dividends and subscription rights, amounting to many millions of dollars, which will probably also be distributed.

¶ Payment of stock dividends and subscription rights by the Standard Oil, from time to time, have made them real bonanzas for the investing public. The longer one holds a Standard Oil Share, the larger his profits become, because each successive distribution of stock or rights greatly increases its value.

¶ Our **Free Blue Book** will give you a clear insight to the Standard Oil and the present oil situation. Ask for 11-D including booklet explaining

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We have made a special study of this subject. It constitutes a revelation as to the recompense for intelligent thrift.

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JASPER'S HINTS TO MONEY-MAKERS



LOUIS A. COOLIDGE

Former assistant-secretary of the Treasury and now Treasurer of the United Shoe Machinery Company of Boston. He was at one time prominent as a newspaper man.



CHARLES M. SCHWAB

President of the Bethlehem Steel Company, who was recently elected a director of the Chase National Bank and of the Empire Safe Deposit Bank at New York.



JAMES COUZENS

President of the Highland State Bank of Detroit, Mich., and one of the leading manufacturers as well as one of the best-known financiers of that progressive city.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be enclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

THE danger signal is up. The tipsters are coming to the front. Whenever the stock market enjoys a general advance and shows a disposition to rise still further, a horde of tipsters appear, eager to attract investors to their spidery webs.

The public never comes into the market when it is quiet, inactive, weak and declining. It never knows enough to pick up the bargains that abound when every one is inclined to sell. After prices have advanced and bargain hunters taken their profits, the public rushes in "where angels fear to tread."

My letters disclose that the general public bought some of the so-called war order stocks at the highest market prices and holders are wondering whether they will get out whole. The chances are in their favor, if the war is prolonged, as many predict. But a lot of stocks that were boomed on the intimation that they were being helped by war orders had no right to be thus exploited, for orders have not materialized. Holders of these securities must probably suffer a loss.

Why do the public buy such securities? Because of the seductive tips and promises of enormous profits. I want to warn my readers against the tipsters. Here is one sending out broadcast a promise that he can make any one rich who will take his advice. He says he made himself rich once, but he does not tell how he lost all that he had. If he can make a fortune for others, is it not reasonable to believe that he would make it first for himself?

Why should any one pay a tipster liberally for tips and take all the risk of the operation? Please note that the tipster always wants his money in advance. And beware of the tipster who wants to take your money and operate with it on an agreement that he will share your profits. What about the losses? Does he ever share them? Never.

The tipster always claims that he has secret and private information of particular value to his clients. Is it reasonable to suppose that if he has reliable information he would give it to some one else instead of profiting by it himself? Does a man pick up diamonds to give them away, or to keep them?

The tipster knows no more about Wall Street than any one else. He doesn't even think he knows more, for he knows he does not. Any one can watch the trend of public events and the reports of the earnings of

corporations. Any one can guess whether news dispatches indicate that we may be drawn into difficulties with foreign nations or whether great strikes will interfere with prosperity or whether the crops promise to be disappointing.

There are only a few great essential factors to be considered and you need no tipster to help you out, if you are observant, careful and conservative. The greatest need is common sense, which means good judgment, caution and prudence combined with thrift.

To those who have no patience with details, the best rule is to invest only in securities that pay dividends and whose price indicates permanent merit. The preferred stocks of railways and industrials that have had a long and prosperous career are among the safest. Don't be coaxed into taking a flyer or gamble in any cheap mining, oil, plantation, or similar stock because of lurid literature you receive or the solicitation of some well-paid promoter who wants to make money for himself always and never for any one else.

I speak of these things because my attention is called every day to a new batch of circulars, some of them most alluring in character which are being sent broadcast throughout the country. I do not mean to reflect on the literature regularly sent out by well-established banking and brokerage houses giving the honest judgment of careful observers regarding existing conditions of business and the factors that make for success or failure, nor do I reflect on the few able and experienced writers who for years have established a clientele among those who appreciate the desirability of accurate information and who have not the resources to cover the field entirely.

The stock market hesitates simply because securities are getting on a basis where they return to the investor but little more than he can get on foreign government bonds or mortgages at home. A further rise would naturally follow any talk of increased dividends because of increased earnings such as the Steel Corporation and the St. Paul Railroad have made. A bull movement is always strengthened by anticipations of higher returns on securities. This gives a reason for their purchase and naturally a zest to speculation.

That is why if the railroads were not regulated to death and our shipping interests in such doubt and uncertainty as to the future, the stock market would advance still further. These doubts and uncertainties will be removed in due time, but perhaps not before the two great political parties have been lined up for battle.

W. Y. A. Ashland, Ky.: Oil stock offered at 1c a share is too much of a gamble.

C. Owensburg, Ky.: Good \$100 bonds—railroad, industrial public utility, farm or real estate—such as reputable brokers deal in, would be the safest investment for a woman of small means.

(Continued on page 239)



A Book For You

Whether you have \$100 or \$100,000 to invest; whether you are familiar with investment matters or not, you owe it to yourself to obtain a copy of our latest book "Farm Mortgages". From cover to cover this unusual book tells in a plain straightforward way the "reasons why" America's most expert investors—the big insurance companies—invest huge sums in Farm Mortgages secured by improved land, the basis of all values—the most tangible, enduring and permanent foundation for investments.

Small and large investors, Trustees and Estates seeking safety with six per cent interest, should secure the information in "Farm Mortgages". Facts of vital importance are given—suggestions of value are made—the careful methods of this organization are described—experiences learned in the vortex of the investment world are related.

How Would You Invest \$29,000,000?

To invest this huge sum safely and secure a fair interest return would bewilder most people. Yet that is exactly what we have done. Over \$29,000,000 has been invested in Farm Mortgages located in Missouri, Illinois, Arkansas and Texas for our clients, which include large insurance companies and estates, without the loss of a single dollar in principal or interest to them. Such a record bespeaks safety, strength and service. Such a record should mean much to you when considering the matter of investments.

The American Trust Company has a capital of \$1,000,000 and assets of over \$7,000,000. It is subject to inspection and examination by the St. Louis Clearing House Association and the State Bank Examiners.

Write today for our book "Farm Mortgages" mentioned above—it is surely worth while. Ask for book number 106.

Investment Department
American Trust Company
Saint Louis, Missouri



SAFETY

the first requirement of every true investor, and a net income of

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are afforded by the First Mortgage Serial Bonds we offer you. Denominations \$1,000, \$500 and \$100.

No investor has ever suffered loss on any security purchased of this House, founded 34 years ago.

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THE INSTALMENT INVESTOR may sell his bonds or stocks at any time if they have gone up rapidly and the entire profit less brokerage and interest belongs to him.

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Art of Living Long

Guide to Health and Long Life

By LUIGI CORNARO

Translated from the Italian by William Frederick Butler

Written in four parts, at the ages of 83, 86, 91 and 95.

Cornaro, laboring under the disadvantages of a sickly constitution from his birth, and given up by his physicians to die at 40, attained complete health and enjoyed it, with never an interruption, until the peaceful close of his remarkable life at 103.

What Cornaro did, all who will may do—Live! Live! LIVE!!!

I have presented to my friends over eight hundred copies of your translation of "The Art of Living Long," by Luigi Cornaro. This fact is evidence of my opinion of the book.

JOHN H. PATTERSON
President, National Cash Register Co.

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THE MOODY MAGAZINE AND BOOK CO.
35 Nassau Street New York

JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 238)

G., Chicago: Railway Steel Spring has paid 7 per cent. on pfd. since 1902. It sells about par and is a fair business man's investment. There was deficit in earnings in 1914, but business is better. The common is a long-pull speculation.

P., Cleveland, Ohio: Reports of expanding business and big profits lifted Standard Motor stock (par \$10) above \$16. It afterwards declined to less than half that figure. There has been a recent upward spurt, but the stock is still speculative.

H., Winnetka, Mont.: The advertisement of the Coffeetone Manufacturing Company's stock paints the future in exaggerated colors. The sale of so small a block as 250 shares would not need so much puffing if the enterprise were not in the highest degree speculative.

C., Plainfield, N. J.: Midvale Steel & Ordnance declined from its early high price on the selling of a large holding. It remained comparatively low because no extraordinary profits were known to have been made. The company's merger with Cambria Steel should add to its strength. The stock responded favorably to the merger.

L., Whitneyville, Conn.: 1. It is claimed that the Guantanamo Sugar Co. earned 40 per cent. in 1915 and that its financial position is strong. There seem to be further speculative possibilities in the stock. 2. The Saxon Motor Corporation is flourishing. Motor stocks generally have had so great an advance that they are not as attractive speculatively as they were.

K., Witmer, Pa.: 1. Westinghouse looks like a purchase. It pays dividends and has large orders ahead which promise much profit. 2. Lake Superior Corporation owns or controls steel works, paper mills, coal mines, railways and public utilities, around Sault Ste. Marie, Ontario. The capital stock is \$40,000,000, and no dividends have been paid. Bonded debt \$8,643,000.

C. P., Rochester, N. Y.: Utah Copper has a large body of ore and is mining it at low cost. It pays \$6 dividends. Its par is \$10. The company is said to be earning about \$12 per share. Miami has a smaller ore body and its earnings per share are less than Utah's. It pays \$5 dividends. Its par is \$5. Ahmeek is controlled by Calumet & Hecla and if its large dividends were assured it should sell higher. All things considered, the stocks should stand on their merit. In the order given.

J., Springfield, Mo.: It is difficult to give a list of stocks to be bought at any particular time, because the market conditions are constantly changing and speculative securities that look good today sometimes get a black eye tomorrow, as the recent course of the market has indicated, but for a long pull there are speculative possibilities in Chicago & Great Western, Colorado Fuel & Iron, Corn Products, N. Y. Ontario & Western, Southern Railway pfd., Wabash pfd., A. Western Maryland and Seaboard pfd.

B., Theresa, N. Y.: No moving picture company, no matter who heads it, can be called "a good investment." It may be a fairly good speculation, but the field is crowded. New York Central was a good speculative purchase at its recent reaction. It pays a dividend of 5 per cent. The only 20-year U. S. Government bonds are the Postal Savings bonds bearing 2½ per cent. interest. Panama 2's are due in 1936. Among the issues coming somewhat near your requirements of a 10-per-cent. or more high-class bond are Southern Pacific convertible deb. gold 5's, due 1934; U. S. Steel 10-40 year sinking fund gold 5's, due 1963; Chesapeake & Ohio Railway first cons. mte. 5's, due 1939; Wabash first 5's, due 1939.

E., Richmond, Va.: It might be safest for you to divide your \$1,000 among investments in good small bonds, ranging in denominations from \$100 to \$500. You can get excellent railroad bonds netting not far from 5 per cent., including New York Central Conv. deb. 6's, Chicago, Mil. & St. Paul conv. 5's, Seaboard Air Line first and con. 6's, So. Pac. San Fran. Terminal 4's, Canadian Pac. 6 per cent. notes and Chesapeake & Ohio Railway first cons. mte. 5's. Then diversify your investments by buying one good real estate and one farm mortgage bond. Write to the prominent advertisers of such securities for their lists and preferences and study a choice for yourself. It would be an instructive and interesting experience.

T., Villa Rica, Ga.: 1. If, as you say, you are "not able to lose," your choice should be the highest class of investment bonds which would be least affected by panicky conditions. There is no difference in the process of buying stocks and bonds. You simply give your order to a broker. Bonds are in denominations of \$100, \$500 and \$1,000. 2. High class dividend-paying preferred stocks like Union Pacific, Atchafalpa, Northwest, St. Paul, Baltimore & Ohio give a fair return to the investor, are tolerably well secured and, in a rising market, would advance giving a speculative profit. They would not advance as rapidly as the common shares because of the possibilities that dividends on the latter might be increased, while those on the preferred are fixed. 3. When I advised the purchase of Standard Oil of California, it sold at 100 points less than it does today, since the stock dividend of 50 per cent. has been declared. Standard Oil of New Jersey, selling around \$500 a share, is a better purchase at this time, or Vacuum Oil, selling a little over \$200. 4. Anglo-American, selling now under \$17, pays 20 per cent. on par (\$5) or about 6 per cent. on market price. Earnings have been large and have excited hopes of increased dividends. Pierce Oil was formerly an 8. O. subsidiary. It has merit, but is a long-pull speculation. It sells at about \$14 (Par \$25).

(Continued on page 240)

Prudential Day

The First of Every Month

The National Pay-Day

The First of Every Month



In Today's Prosperity the Wise Man Prepares for Tomorrow's Adversity

HIS is the wisdom of observation—his foresight anticipating the approach of age, the decline of his earning capacity, the curtailment of his resources.

Beyond that, he pictures the possibility of his widow, his children, his loved ones, struggling for very existence in a battle for which they are ill-fitted, unprepared.

Strong today he provides against a needy tomorrow. He safeguards the future of those who may live after him. Not a big, round sum in a single payment—so easy to unwisely invest—but an assured amount on "Prudential Day," the National Pay-Day, the first day of each and every month during the lifetime of those he protects with a

Prudential Monthly Income Policy

"Insurance That Insures Your Insurance"

Upon maturity of the policy the insured, if living, may enjoy a regular monthly income for 5, 10, 15 or 20 years, or for life—an income that immediately becomes effective for his beneficiaries in the event of his untimely death.

"PRUDENTIAL DAY" in your home means: The prompt payment of rent, living expenses, household bills; a guaranteed assurance of comfort; a life-long safeguard against privation, hardship, drudgery, self-sacrifice.

For the provident there are no mischances. The greatest tribute to any man's memory is:

"He Left Them Well Provided For"

Talk with the Prudential representative in your town. Let him tell you about the various Prudential policies—all the best kinds of life insurance for the whole family, at low cost. Or write—TODAY—to DEPT. 67



The Prudential Insurance Company of America

Incorporated Under the Laws of the State of New Jersey

FORREST F. DRYDEN

President

Home Office

NEWARK, N. J.

NEXT MAY Newark will begin to celebrate its 250th anniversary with pageantry, music, a great industrial exposition, and sports of all kinds. The Prudential extends a cordial invitation to you to visit its Home Office when you are in or near Newark during the celebration.

"My Company!"

—the proud statement of every Prudential policyholder—the far-reaching effect of Mutualization, whereby policyholders are owners of this Company and entitled to draw dividends; the result of a vote by the stockholders of the Company, giving the directors authority to purchase controlling stock, and turn it over to the policyholders.

For the dollars and cents of these policyholders had developed a Company having its beginning in a basement office in 1875 to a point where, in 1915, its policies numbered over 13 Millions, and the amount of insurance in force was more than 2 Billion 700 Million Dollars!

Thus Prudential policyholders have acquired control of the Company, and beginning this year, will receive their proportion of the Company's earnings.

YOU CAN'T AFFORD THE "BLUES"

YOU can't afford constipation, which is frequently the sole cause of your despondency.

Constipation means much more than a clogging of the body with waste. For this waste and the toxins and germs which quickly develop in it are absorbed into the blood. This poisoned flood bathes every muscle, every organ, every nerve and brain cell.

Is it any wonder that you have the "blues"—that the middle of the afternoon finds you worn out, exhausted; that your skin is sallow and your mind apathetic?

When this condition exists the things to avoid are violent laxatives and purges, because they only aggravate the condition they are meant to cure. That is why doctors everywhere are recommending **Nujol**, a pure white mineral oil which acts solely as a mechanical lubricant. **Nujol** enables you to get rid of constipation permanently by restoring the normal activity of the bowels.

You can't afford the "blues" brought on by constipation. And you can't afford to keep yourself constipated by the unwise use of laxatives and cathartics.

The **Nujol** way is nature's way for relieving this condition. **Nujol** is colorless, tasteless and odorless. You can take it in any quantity with no harmful effects.

Get **Nujol** at your druggist's or send 75 cents—money order or stamps—for a pint bottle.

Our booklet "The Rational Treatment of Constipation" will interest you. Write for it today. Address Dept. 14.

STANDARD OIL COMPANY
Bayonne (New Jersey) New Jersey

Nujol
REG. U.S. PAT. OFF.



30 DAYS FREE TRIAL
and freight prepaid on the new 1916 "RANGER" bicycle. Write at once for our big catalog and special offer. Improved Models, prices reduced. Extraordinary new offers. You cannot afford to buy without getting our latest propositions. **WRITE TODAY.**

Boys are a "Rider Agent" and make big money taking orders for bicycles and supplies. Get our liberal terms on a sample to introduce the new "RANGER."

TIRES, equipment, sundries and everything in the bicycle line **half usual prices**. A few second-hand bicycles \$3 to \$8 to clear.

MEAD CYCLE CO.
Dept. R-174 CHICAGO

DO YOU LIKE TO DRAW?
CARTOONISTS ARE WELL PAID. We will not give you any grand prize if you answer this ad. Nor will we claim to make you rich in a week. But if you are anxious to develop your talent with a successful cartoonist, so you can make money, send a copy of this picture, with 6c in stamps for portfolio of cartoons and sample lesson plate, and let us explain. The W. L. Evans School of Cartooning, 823 Leader Bldg., Cleveland, Ohio.

Own Your Business—Make Two Profits
Be proprietor of big paying Amusement Business, operating Ten Pinnet, "world's greatest bowling game." Also enjoy local salesman's commission. New, fascinating! Entirely automatic—no upkeep expense or pin boys—just someone to take in money. Everybody plays—men, women, children. Valuable premiums—we furnish coupons. Alleys 38 to 50 feet long. Installed in any room in half-day. Write today for catalog and agent's prices. See what you can make on small investment.

THE TEN-PINET COMPANY, 36 Van Buren St., INDIANAPOLIS, IND.

\$4.00 UNIFORM TROUSERS
A new pair of trousers to match your uniform. Buy of the makers and save dollars. Cut a sample inside your present uniform, give waist measure and inside leg-seam length, also your height and weight. State occupation and any special style required. Send them with \$4.00 and trousers will be made and shipped quickly in parcel post. If for any reason you are not satisfied, return trousers; money will be refunded. Highest stock references.

AMERICAN UNIFORM COMPANY
113 Fourth Avenue New York City
Largest Uniform Makers in America

WOULD YOU
show this standard high grade 42 key fully visible typewriter to your friends and let them see wherein it excels any other \$100 typewriter, if by doing this and rendering other small assistance, you could easily have one to keep as your own? Then by post card or letter to us simply say, "Mail Particulars."

GIVEN YOU
WOODSTOCK TYPEWRITER CO., Dept. F 186 Chicago, Ill.

JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 239)

B. Delavan, Ill.: U. S. Steel pfd. is a good business man's investment. The common has just resumed dividends and it is generally supposed that these can be maintained. The corporation's earnings are very large and the stock would be a good investment if the same degree of prosperity was assured after the war. The possible falling off of the demand for steel and the effects of the low tariff must be reckoned with. The corporation, it was recently stated, would engage in large construction work, which indicates expectations of increased business. U. S. Steel is as attractive as any of the steel stocks.

C. Millerton, N. Y.: 1. The cloud of a possible receivership still hangs over Denver & Rio Grande. The road is said to be earning its own fixed charges, but it cannot pay interest on the Western Pac. bonds which it guaranteed. The Western Pac. is in the hands of receivers and if they decide to press Denver & Rio Grande, the latter too may have to go into receiver's hands. 2. American Malt common is not a "good investment," but a speculation. The pfd., which pays dividends, is more desirable. The company under its new management is doing well. 3. All the leading motor stocks are pretty high. Chevrolet is one of the best and its securities are well regarded.

New York, February 17, 1916

JASPER.

FREE BOOKLETS FOR INVESTORS

Readers who are interested in investments, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers, offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of Leslie's, follows:

With as small a payment as \$5 down, one can learn how to make a conservative investment in bonds and dividend-paying stocks of the highest class, paying 6 per cent. Write to Beyer & Co., 120 Broadway, New York, for the free booklet entitled "How" and the security "List No. 65."

Banking by mail at 4 per cent. interest is very easily done. Those who find their deposits in local savings banks limited by bank regulations can arrange readily to deposit by mail at 4 per cent. with the Citizens Savings & Trust Co., one of the largest savings institutions in Cleveland, Ohio.

Write to this company for its free explanatory "Booklet L."

Bonds and stocks free of income tax can be bought in small or large denominations, on the Partial Payment Plan, from Degner & Burke, members New York Stock Exchange, 20 Broad Street, New York. This plan offers an opportunity for small investors to lay the foundation of an income for life, on an easy and acceptable plan. Write to the above firm for the free "Booklet B."

For many years, John Muir & Co., members New York Stock Exchange, 61 Broadway, New York, have made a specialty of odd lots. This firm invites orders for one or more shares of the best of the dividend-paying stocks. It has compiled an interesting booklet of information for those who desire to increase their incomes. Write to Muir & Co., for their "Booklet 4 A," entitled "Odd Lot Investment."

Dividend-paying stocks and bonds in large or small amounts can be had by making small payment down and from \$5 to \$75 in monthly installments, the purchaser to receive the income meanwhile. Write to Sheldon, Morgan & Co., members New York Stock Exchange, 42 Broadway, New York, for the free booklet of information "A. 2."

It tells how thrifty men and women can accumulate funds in a safe and practical way. Utility bonds, because of their generous yield and stability find a ready market at advancing prices. The strongest bond houses highly recommend these and they are being rapidly absorbed. A circular of interesting information regarding the bonds and notes of the United Light and Railways Company, which has a public service in five states, can be obtained by writing to the well-known bond house of N. W. Halsey & Co., 49 Wall Street, New York.

Diversified investments, yielding 6 per cent., include first mortgage real estate securities. This gives special interest to the first mortgage serial bonds in denominations of \$100, \$500, and \$1,000 sold for many years successfully by S. W. Straus & Co., mortgage and bond bankers, Straus Building, Chicago, 1 Wall Street, New York, and Fifth and Hennepin Streets, Minneapolis. Write to the above firm, at any one of these addresses, for its "Circular B. No. 602." This house boasts that no investor has ever suffered loss on a security purchased of it.

A booklet entitled "Farm Mortgages," published by the Investment Department of the American Trust Company, St. Louis, Mo., contains information of great value to investors having any amount from \$100 upward. This Trust Company has sold nearly \$30,000,000 of 6 per cent. farm mortgages to investors, savings banks, and trustees of estates and, with a capital of over \$1,000,000 and assets of over \$7,000,000, is thoroughly well organized to render the best service to careful investors. Write to the above trust company for its free "Booklet No. 105," entitled "Farm Mortgages." This company reports that in all its transactions it has never lost a dollar of principal or interest for any client.

IS HE NEWARK'S MISSING MAN?

A REMARKABLE thing about LESLIE's pictures is their frequent disclosure of the whereabouts of missing persons. This paper's photographers are everywhere and it is no wonder that their cameras sometimes snap a wandering individual who wants to be hidden from those who know him. One of the most striking cases of this kind is

had enlisted in one of the European armies. The residents of Newark are now positive that he was in the Serbian service. They fancy that Mr. Hare's attitude in the picture indicates he recognized Major Crocker.

Mr. Hare is one of the most venturesome of the war camerists. He always gets as near to the front as the military authorities will permit, and his photos are often taken under hazardous conditions. In a letter to the New York Times, Richard Harding Davis, the noted novelist and war correspondent, relates how he and Jimmie Hare reached Krivolak, Serbia, the day before the Allied forces began their retreat from that point into Greece. Mr. Davis and Mr. Hare were allowed to ride about in an automobile belonging to the French staff, and one of the things they inspected was a British battery shelling Bulgarians 4,000 yards away. The battery was manned and officered by young fellows apparently under 20 years of age. It was



WHO IS THIS?

James H. Hare conversing with a Serbian soldier whom Newarkers believe was a former resident of their city.

The Serbian soldier was identified by many Newarkers as Roland D. Crocker, a lawyer, who, according to the Newark *Sunday Call*, fled from Newark several months ago "to escape the consequences of misuse of trust funds and dabbling in mortgages of questionable value." The fugitive was a major in the New Jersey National Guard. It was rumored after his departure that he had got to Europe and

twilight, but, Mr. Davis says, "in spite of the light Jimmie Hare was trying to make a photo of the guns. 'Take it on the recoil,' advised the child-officer. 'It's sure to stick. It always does stick.' The men laughed." Whether the poor light spoiled the photo or not Mr. Hare's action was typical of him.

In answering advertisements please mention "Leslie's Weekly"



BLUE STREAKS

EVERY leading Motorcycle Manufacturer has adopted Blue Streaks as standard tire equipment for 1916. Could more be said for their popularity and dependability?

When you buy your new machine see that it carries Blue Streak Tires.

The Goodyear Tire & Rubber Company
Akron, Ohio

GOODYEAR
Motorcycle Tires

EASY-PAYMENTS

DIAMONDS AND WATCHES

GREAT DIAMOND SALE

The most astounding sale of perfect cut diamonds ever offered. This is your opportunity to get that long wanted diamond, at a bargain that is an extraordinary saving.

SPECIAL \$35.50 GENUINE DIAMOND RING
Payments \$4.50 per month

A written guarantee with every purchase.

SENSATIONAL ELGIN WATCH SALE
17 Jewel Elgin Watch, \$12.50
25 year guaranteed double gold strap case

30 DAY HOME TRIAL
Send for big bargain catalog free.
A postal brings it.

ALFRED WARE CO., Dept. 509
St. Louis, Mo.

CREDIT TO ALL

Shipped FREE!

The New "ARROW"

Write for free catalog. The new 1916 Arrow shipped to you at our risk without a penny down. If you are not delighted send it back at our expense. It costs you nothing. Write now

Pay as You Ride

If you keep the Arrow, pay the 30-day reduced price, a small amount each month while you ride. New 1916 features—motorcycle type. All sizes—boys, men, women.

Write Today Get the new Arrow catalog free and see bottom offer. Write NOW.

ARROW CYCLE CO., Dept. 9412
California Ave. & 19th St., Chicago

Electric Light
Easy motorcycle saddle—New coaster brake—motorcycle mud-guard—stand and luggage carrier—motorcycle pedal—long rubber grip motorcycle handle bars—complete tool kit and tire pump—geared motorcycle frame. Flat Tire Proof Non-Skid Tires—beautiful finish. Other new features. Write TODAY.

EARN TO PAINT SIGNS and SHOW CARDS

I'll teach you personally by mail. 17 years' successful teaching. Big field for men and women. You can

EARN \$18.00 to \$45.00 A WEEK

Shaw (Ky.) says: "My personal certificate worth price of course." Write me for particulars.

DETROIT SCHOOL OF LETTERING
CHAS. J. STRONG, Founder
Dept. 1016, DETROIT, MICH.

MOTORISTS' COLUMN

(Continued from page 237)

you realized how small this amount really is, even assuming a price of 25c a gallon for gasoline? The sixty miles per gallon which a motorcycle will travel is scarcely more than a third of a cent per mile, and is therefore not to be compared with any other cost of operation.

WIRE FOR FUSES

M. S. B.: "On several occasions a short circuit has burned out the fuse in my headlight circuit. This fuse is a special type, and it is difficult for me to procure extra ones. However, I understand that it is unsafe to use heavy wire, for then a short circuit would produce the damage which a fuse is designed to prevent. Is there any way to overcome this difficulty?"

You will find that a single strand of the thin copper wire which is sold on small spools will serve your purpose well. Wind the two ends of a short strip of this around the clamps designed to hold the fuses, and you will have a wire which will conduct the current required for ordinary purposes, but which will burn out when subjected to the heavy load of a short circuit.

DANGER FROM BACK-FIRE

E. V. W.: "Is there, or is there not, always an element of danger from fire or explosion from back-fire in a motor car when the engine is in operation? I contend that there is and novices should not be permitted to drive motor cars. What is 'back-fire' and its attendant results and dangers?"

Back-fire is generally caused by a slow, burning mixture which is still in the form of flame when the intake valve is open to admit the first charge. This causes the flame or explosions to "pop back" through the open valves into the carburetor. Such slow burning mixture is caused by the use of either too rich (occasionally) or too lean (generally) a charge. This back-fire will not necessarily result in the ignition of the fuel in the carburetor, and a screen placed in the intake pipe will obviate such a possibility. However, should the fuel in the carburetor catch fire, no explosion will result, but this will burn as rapidly as the gasoline reaches it. The procedure in such a case is to turn off the gasoline supply and to use some form of chemical fire extinguisher which should always be carried in the car. In lieu of this a coat, robe or anything which will serve to choke the flames and smother them will serve the purpose.

WEAR OF TIRE CHAINS

J. N. E.: "I have had occasion to use my car considerably this winter over slippery pavements and through snow and mud. I notice that the cross chains of my anti-skid chains wear considerably. In fact, I have seen three of four break in a single afternoon's trip. How may this be avoided?"

Additional cross chains to fit any size of non-skid chain may be obtained at your dealers at a nominal cost. These are easily installed in place of the broken ones. The wear received by the cross chains is tremendous, and is especially severe if the car is driven over hard roads such as asphalt or cobble stones. You will notice that the links become worn exceedingly thin before they finally part company with each other, and an examination will warn you as to how great service you may expect from the remaining cross chains of your set.

GRAPHITE IN OIL

C. J. C.: "Is graphite added to motor oil a good thing to use to decrease the consumption of oil and to obtain better compression? If so, should it be mixed with the oil in the oil pump case, or added to the oil in the crankcase?"

Graphite is an excellent friction reducer and wear eliminator. It fills the minute pores of the rubbing surfaces with a heat-resisting filament. In the full splash system of motor lubrication, the graphite may be added directly to the crankcase. An excessive amount added to the circulating system, however, may cause clogging of the pipe. In your case, it is better to allow a small "pinch" of graphite to be sucked into the motor through the intake pipe of the carburetor. Also, if the oil pan is removed for cleaning, a small amount of graphite may be dusted on the bearings of the connecting rods.

PAIGE

The Standard of Value and Quality

FIRST and foremost, let us remind you that the Paige Fairfield "Six-46" is a tried and proven success.

When you buy a Paige "Six-46" to-day, you are buying a car that has passed the experimental stage. You are buying a car of known quality—known ability.

In a word, the "Six-46" is an eminently safe automobile investment.

It is a good car—not merely because we say so—but because its owners have conclusively established this goodness in the gruelling tests of more than a year's actual road work.

Other "Light Six" makers are now introducing 1916 models. Some of these makers feature new designs—new power plants—new engineering theories.

In the course of time, these innovations may prove thoroughly practical in every way.

But until that time comes—until these cars have been thoroughly "tried out" in actual service—the prudent man will be inclined to buy the car with a tangible record of accomplishment behind it.

As it stands to-day, the Paige "Six-46" is a thoroughly finished product.

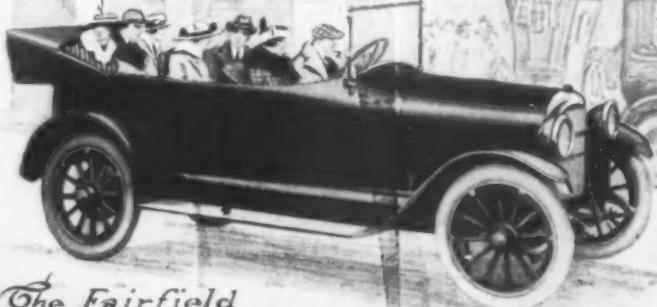
By carefully studying the combined experience of owners, we have been able to proceed intelligently in perfecting this car until it has been brought up to the current day—the current hour—of six cylinder elegance and luxury.

In our opinion, no more efficient six cylinder power plant can be produced and every feature of the car throughout is in keeping with the high mechanical standards.

Paige-Detroit Motor Car Company
Detroit, Michigan

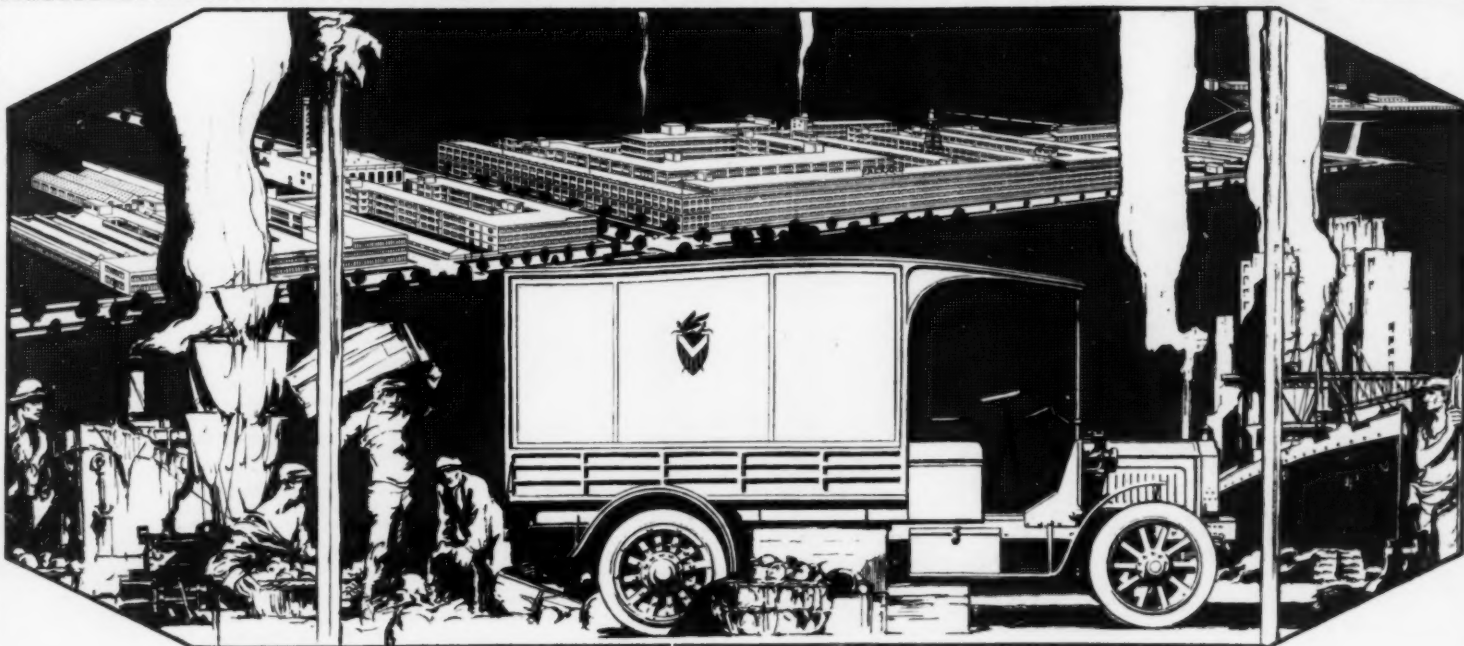
Fairfield "Six-46"	\$1295
Fleetwood "Six-38"	1050
Cabriolet	1600
Sedan	1900
Town Car	2250

f o b Detroit



The Fairfield
"SIX-46" \$1295 F.O.B. DETROIT

In answering advertisements please mention "Leslie's Weekly"



Hauling Problems Now are Simplified—the Introduction of PACKARD Light Service Motor Trucks Insures Dividend-Earning Delivery for Every Branch of Traffic

THEY are true Packards all the way through—of the same quality and stamina as the 10,000 Packard heavy trucks now serving successfully in more than 200 lines of trade. Their construction embodies every efficiency principle learned in the ten years the Packard Motor Car Company has been engaged in truck manufacture. And they are guaranteed by the \$25,000,000 investment in the Packard factory—a mile-long plant employing 12,300 workmen.

They are built throughout in that factory—within the 51 acres of floor space where, also, are made Packard Twin-Six Cars and Packard Heavy Service Trucks. It is the only place in which a Packard can be made—because assembled units will not make Packard vehicles.

These Light Service Packard Trucks are built in two sizes, rated respectively at 1 to 1 $\frac{1}{4}$ tons and 1 $\frac{1}{2}$ to 1 $\frac{3}{4}$ tons. They provide the speed, ease of operation, activity in traffic, reserve power and permanent economy of maintenance necessary to make light delivery a source of greater profit—qualities to be found only in a vehicle built as these are built.

They are sold with the backing of a world-wide service organization as truly and essentially Packard as the institution of their origin—the institution upon which was conferred the *HIGHEST AWARD for MOTOR VEHICLES* at the *Panama-Pacific International Exposition*.

There are seven sizes, altogether, in the Packard commercial line, ranging from 1 to 6 $\frac{1}{2}$ tons' capacity, inclusive. All sizes are of the same advanced chainless design. In sending for catalogue, please specify the kind of hauling.

PACKARD MOTOR CAR COMPANY, DETROIT

Ask the man who owns one

Packard



On the reverse side of this tidy red tin you will read: "Process Patented July 30th, 1907," which has made three men smoke pipes where one smoked before!

Puff your way into the joys of **PRINCE ALBERT**

YES sir, puff away like you never did know what tobacco bite and parch meant! For Prince Albert is *freed* from bite and parch by a patented process controlled exclusively by us. P. A.'s served up to you *without-a-wrinkle!* For you to smoke away on as though your middle name was jimmy pipe!

Prince Albert tests-out-true as these words listen to your smokeappetite! Been liberating tongues and throats better than six years, now—and *will free yours* no matter how much you *think* you can't smoke a pipe or roll a makin's cigarette! Because, Prince Albert is made to do that thing! Made to put pipes and home-rolled cigarettes into men's mouths—and *keep them there!* Made to create tobacco content *where it never existed before!*

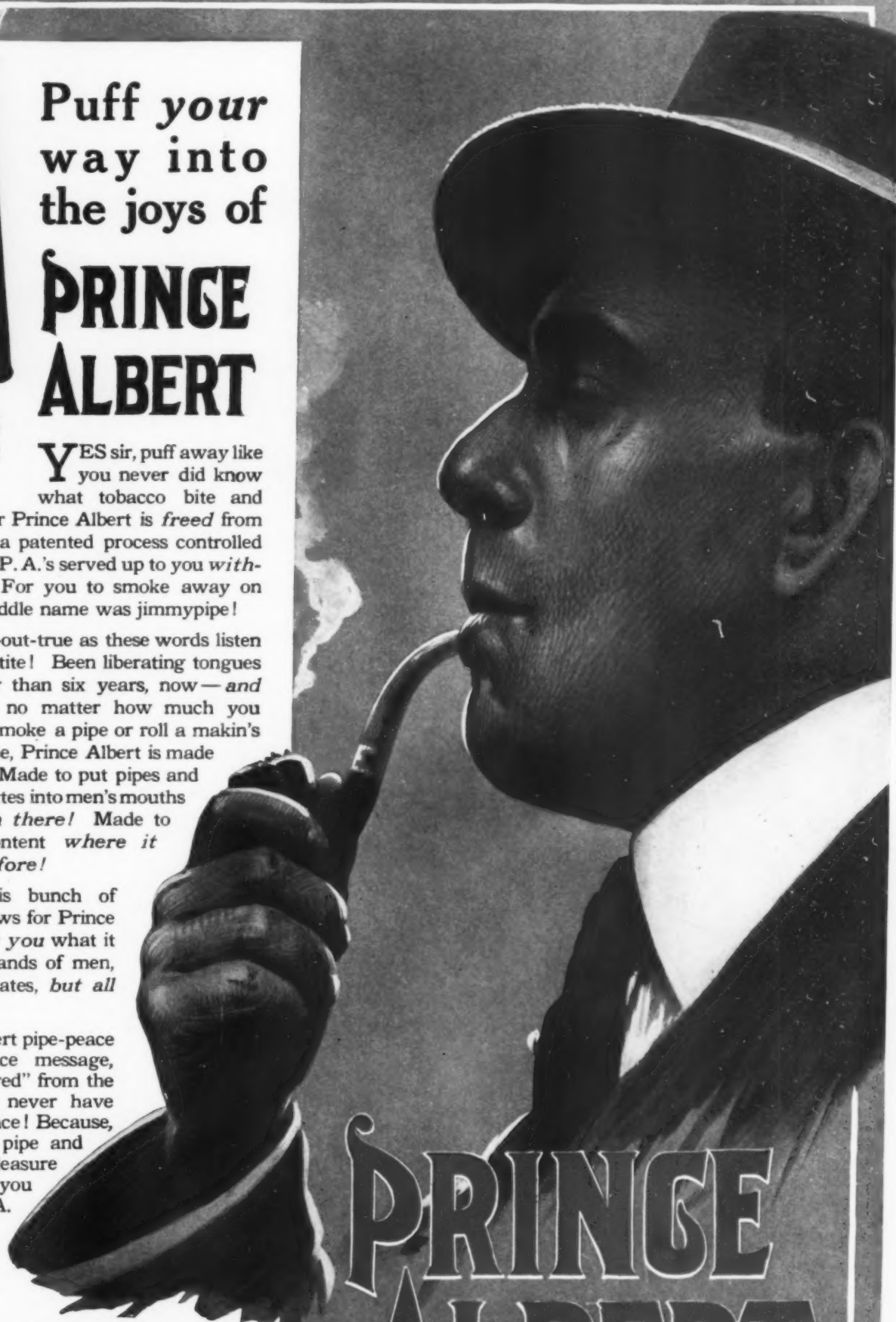
Tell *yourself* this bunch of smoke-sunshine-news for Prince Albert *will do for you* what it has done for thousands of men, not only in the States, *but all over the world!*

Get this Prince Albert pipe-peace and "rollings"-peace message, you men who "retired" from the game; you who never have known its joy'us solace! Because, you have a lot of pipe and cigarette smoke pleasure due you quick as you stock up with P. A. and make fire! *My, what a fierce lot of lost time you have to make up!*

**R. J. REYNOLDS
TOBACCO CO.
Winston-Salem, N.C.**

Prince Albert awaits your cheery call everywhere tobacco is sold in toppy red bags, 5c; tidy red tins, 10c; handsome pound and half-pound tin humidors—and—that classy pound crystal-glass humidor with sponge-moistener top that keeps the tobacco in such fine-fettle.

Copyright 1916 by R. J. Reynolds Tobacco Co.



PRINCE ALBERT

the national joy smoke

Libby's

California ASPARAGUS

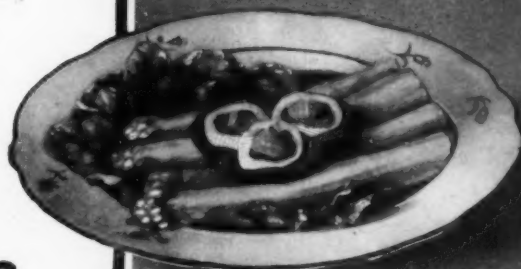
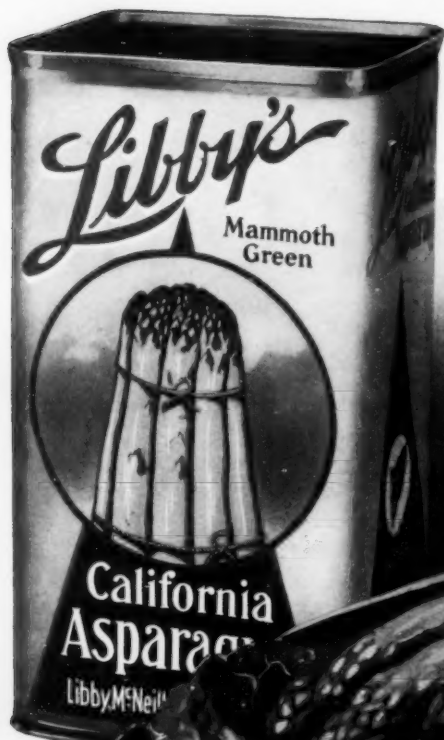
Delicious as a salad
Delightful as a Vegetable

The thoroughly distinctive flavor of the famous Sacramento Valley Asparagus, so frequently commented upon by visitors to the Coast, may now be enjoyed upon your home table at any season of the year.

You will be surprised at its moderate cost.

At Your Grocer

**Libby, McNeill
& Libby**
Chicago



Libby's Asparagus and lettuce, with green pepper rings and hard boiled egg slices, with cream cheese. French dressing.



Libby's Asparagus tips, lettuce and capers, Italian dressing.



Libby's Asparagus and lettuce, hard boiled egg yolks and paprika. Mayonnaise dressing.

Libby's Asparagus, either hot, with drawn butter, or cold with French dressing.